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Historical Series I

ROBERT E. LEE—INTRODUCTION

An item in the New Albany Ledger excited the city's interest on a June evening in 1870 as the last rays of the setting sun sparkled on the broad Ohio. A new time record had been set from New Orleans to St. Louis by a Cincinnati-built boat—the Natchez. The editor of the Ledger was unimpressed. Watch out for a New Albany-built boat, he advised Capt. Tom Leathers of the Natchez. Watch out for the Robert E. Lee.

New Albany was proud of the Robert E. Lee. The big side-wheeler launched at Dowerman & Humphrey's shipyard in 1866 had already set a time record of 16 hours and 37 minutes from Memphis to Cairo, and had established a reputation for speed and dependability. She was owned by Capt. John W. Cannon who had her built in New Albany—as all his boats had been—because he was convinced New Albany boats were the finest on the river. The Robert E. Lee was soon to prove that Capt. Cannon had a shrewd eye for a good boat-building town.

Capt. Cannon and Capt. Leathers had been partners once in the steamboat business, but that had been long ago, and now their rivalry for the New Orleans to Vicksburg trade was marked by lawsuits, squabbles over freight rates and political differences. Capt. Cannon had accepted the South's Civil War defeat gracefully. Capt. Leathers was an "unresconstructed rebel".

The Natchez was a new boat in 1879 and rumor was that Capt. Leathers had her designed as a racer so she would outshine the Lee in speed.

A race between the boats of the two rival captains was to be expected and the stage was set when the Natchez broke the record time from New Orleans to St. Louis which had been set the year before by the New Albany-built Dexter.

Both the Natchez and the Lee were in New Orleans June 30, 1870 and the whole city knew a race to St. Louis was impending though Capt. Leathers denied it and Capt. Cannon advertised the Lee as bound for Louisville. When the two boats backed out from the foot of Canal Street at 5 p.m. a prolonged cheer went up from the thousands of spectators who filled the levee and the roof-tops, lining the river for blocks. They were watching the start of the most famous race in river history.

The telegraph quickly ticked the news ahead that the race had begun. The distance from New Orleans to St. Louis by river is 1,200 miles and practically every mile of

the way was lined with enthusiastic spectators who cheered the boats on. The oldest veteran of the Mississippi could not recall such public excitement before.

The Lee took an early lead and kept it but the race was close. At Vicksburg, 24 hours out of New Orleans, the Natchez was 18 minutes behind. The Lee passed Memphis late on the night of July 2, one hour and three minutes ahead of the Natchez. With steady rhythmic strokes of the pounding machinery, the two great boats pounded relentlessly through the muddy waters while sweating firemen fed the ever-hungry boilers.

The Lee passed Hickman, Kentucky about 3:30 on the afternoon of July 3. Smoke from the Natchez could be seen 20 miles below. The Natchez was hopelessly beaten, but to add to her woes she had to tie up six hours for fog during the night. When she limped into St. Louis at 5:51 p.m. on July 4, the Lee had been there for six hours and 37 minutes. For the Natchez, there were no crowds, no flags, but that night a gala banquet was held at the Southern Hotel with both Capt. Cannon and Leathers as guests of honor.

New Albany was jubilant. The local boat had made good — had set a record of 3 days, 18 hours and 14 minutes from New Orleans to St. Louis — a record that has never yet been broken. It was a fitting climax to New Albany's boat-building days because the Lee, as it turned out, was the last important steamer built here . . . the last and the finest.

Historical Series II

ANNEXATION — INTRODUCTION

Future New Albany historians will speak of 1956 as one of the important years in local history . . . the year when the population was increased to some 40 thousand by pushing the city boundaries outward to add a broad belt of territory encircling the whole city. That is the way a city grows — the way New Albany has grown since the first big annexation move in 1853 . . . 103 years ago.

The 1850's in New Albany were the fastest growing years in the city's history, until the present decade with its mushroom expansion which has dotted Crestview . . . the Charlestown Road area . . . Green Valley Road . . . and many other areas of the city with new homes, businesses and industries. Those earlier years were the great, prosperous years of steamboat building — years when the city's limits were enlarged again and again until the New Albany of Civil War days had almost the same boundaries as the city did until the recent annexation move.

One little known fact is that Silver Hills and the area below Falling Run Creek were made part of the city in 1853. That was the year of the big annexation—an annexation surprisingly like the recent one. That move 103 years ago swept into the corporate limits a broad belt completely encompassing the city . . . a belt beginning in Lower Albany, swinging around through Silver Hills, then through the area of Cherry and Ealy Streets, on through Fairview Cemetery and winding up at the river a little east of Vincennes Street.

Before this ambitious expansion, the city boundaries had followed Falling Run Creek on the West, approximately along Culbertson Avenue on the north, down East Seventh to Market, and along Market to Vincennes and the river. The annexation of 1853 was quickly followed by three more during the next year. These three moves added to the city that whole area between East Eleventh and Silver north of Market Street out to Charlestown Road and on beyond to the Monon tracks, to include what was then called North Albany. Most of this land had been owned by John Conner who had died in 1852. His heirs set about subdividing it and selling lots. Cottages and pretentious homes soon began extending east on Oak, Ekin and Culbertson as the city's population climbed to the 12-thousand mark in 1860.

The Civil War brought a halt to further expansion of the city boundaries, except a move out State Street in 1867 to Green Valley Road, and then in the 1870's a curious thing happened. Though the population continued to increase—it reached 18-thousand by 1880—the area of the city actually became smaller. This occurred in 1876 when the city council approved an ordinance removing Silver Hills and Lower Albany from the City. Silver Hills residents in 1853 had not been pleased when the area was annexed and they had kept up a barrage of complaints. So it was that 23 years later they were cut loose. Then in 1873 the DePauw American Plate Glass Works, probably the biggest industrial plant in the city, was de-annexed although it was well within the city. The council's reasoning was that the factory grounds along the river from East Sixth to East Tenth were suburban and not laid out in lots.

The 1880's and 90's brought no significant changes in the city limits, but in 1911 the boundary was extended on the east to Silver Creek to take in Glenwood Park and the little village of Silver Grove.

This is the way a city grows and it is the way New Albany is growing now. Greater population and greater area mean better city services for all New Albany residents—better schools . . . better fire and police protection . . . better streets . . . a new sewage system . . .

greater opportunities for future progress and prosperity. Expanding city boundaries are a sign of a city on the march. So it has been during New Albany's past. A prosperous city and expanding boundaries go hand in hand, and 1956 will be marked as the year of a great expansion — the sign of a healthy future for New Albany.

Historical Series III

THE GOVERNOR FROM NEW ALBANY INTRODUCTION

New Albany voters will go to the polls Tuesday, along with voters all over the country, to choose a president of the United States. And here in Indiana we will elect a governor. In 1856 — exactly 100 years ago — other New Albany voters went to the polls to elect a president and also to vote for a Hoosier governor. Buchanan became president and Ashbel P. Willard became the governor from New Albany.

Ashbel P. Willard was only 36 when he was elected governor of Indiana on the Democratic ticket in 1856. Democrats in New Albany were jubilant at the victory of this favorite son. His opponent had been Oliver P. Morton . . . later to become Indiana's famous Civil War governor. Willard's home on Spring Street was the scene of handshaking and congratulations from representatives of both parties who were proud that a New Albany resident was to fill the highest office in the state.

Willard, like most New Albanians at the time, was not a native. He had lived here only 11 years, but during that time his rise to fame had been truly remarkable. He was a native of Vernon, N.Y., had studied law and later became a school teacher. In 1844, when he was teaching at Carrollton, Ky., he had taken an active part in the national election, leaving the school room to make eloquent speeches for Polk. His fame as an orator spread and Floyd County Democrats invited him here to speak.

This young man of 24 made such a deep impression during this brief visit that many of the town's leading citizens asked him to make his home here. He apparently was impressed with the growing city for the next spring he came here to live and took up law as a partner of Randall Crawford, then one of the most distinguished lawyers in the entire state. Tradition says his first lodgings here were in the old Hale Tavern at Main and West First.

Two years later Willard married Miss Caroline Cook whom he met here and built his home — a home that many older citizens can still remember as standing where the

Floyd County Junior High School is now. He made many friends in New Albany and in 1849 he was elected to the City Council. Soon he was Floyd County's representative in the State Legislature and his unmatched abilities as a speaker won him the post of Democratic floor leader. In 1852 he was successful candidate for lieutenant-governor, a post in which the whole state had an opportunity to see his talents. Then in 1856 he became Democratic candidate for governor—11 years after he had given up school teaching.

Like Governor Craig today, he saw the need of a bridge between New Albany and Louisville and tried to make it a reality. It was Gov. Willard, knowing the overcrowded conditions in the Jeffersonville Prison, who led the way to establish a second prison at Michigan City. His efforts also led to expanded care for the mentally ill, the blind and the incurable. Gov. Willard delivered the address of dedication when the Floyd County Fairground was opened on Charlestown Road.

But then, in the midst of his triumphs, tragedy struck. Three months before his term was completed, Willard died of tuberculosis, the first Indiana governor to die in office. On October 10, 1860, the day his body was returned home for burial in Fairview Cemetery, the entire city was plunged into gloom. The church bells tolled continuously from noon until five, all business was suspended and buildings were draped in mourning. The funeral procession extended in a solid line from State to Silver Streets as New Albany paid final tribute to this man who rose to fame while living here.

A portrait of Willard painted by George Morrison hangs in the State House today—a portrait of one of New Albany's most illustrious citizens as by one of New Albany's finest artists . . . a portrait of a man the city can call her own . . . Ashbel P. Willard, the governor from New Albany.

Historical Series IV

SCHOOLS — INTRODUCTION

Schools were in the news in New Albany and Floyd County this past summer when the City and County School Boards voted to merge the two school systems into one to form the New Albany-Floyd County Consolidated School Corporation. This historic forward step is the end of one period and the beginning of a new. Our program today will take a look back to the beginnings of education in this area and trace the story of development that led to the consolidation move this summer.

The history of education in New Albany and the history of the town itself begin at almost the same time. The

Scribner brothers, who founded New Albany in 1813, were anxious that a school be established as soon as possible and they set aside the profit from the sale of certain lots to establish a school fund of \$5,000. Just exactly when the first school here was put in operation isn't known, but it was about 1815 or 1816 in a log building erected on State Street near Spring Street. It was in this building some 150 years ago that one teacher and a handful of students opened the first chapter in New Albany's educational history.

This wasn't the first school in Floyd County, however. That honor probably goes to Greenville where a "subscription" school was opened perhaps as early of 1814. "Subscription" schools were started by wandering school teachers who held classes in any handy vacant room or cabin after persuading a number of families to "subscribe" to the school, or as we would say today, to pay tuition to send their youngsters to the schoolmaster to pick up a little reading, writing and arithmetic.

Other subscription schools were started in the early days in many parts of the county. About 1820 one was established near Scottsville and another near what is now Floyds Knobs. A third was located north of New Albany near the present location of Mount Tabor School.

Schools were multiplying in New Albany, too. There was no school system as we know it today and no taxes for schools, but voters were able under state law to organize a school district and build schools, charging tuition to cover expenses. Many schools in New Albany were built under this plan and one of them, the old Main Street School, is still doing duty as the School Administration Building.

The school system as we know it today came into being in 1852 when the new State Constitution authorized a public school system with power to levy taxes. The very next year the New Albany district schools and the school founded by the Scribners were consolidated to form the city school system. The Scribner Fund had been used in 1849 to erect a two-story brick building at West First and Spring and this became in 1853 the New Albany High School. At about the same time the district schools in the county became township schools under the charge of the township trustees.

Although the appointment of Charles Barnes in 1856 as New Albany's first school superintendent seemed to indicate that the school system was well on its way to a bright future, troubled days lay ahead. An Indiana Supreme Court ruling that school taxes were illegal meant the schools had to limp along with a little money from the State Department of Education, closing without ceremony whenever the money ran out. Then came the Civil

War and the schools were closed to be used as Army hospitals. Many private schools were opened to fill the gap, and though the public schools were reopened in 1864 with tuition fees, there were still 12 private schools in 1868. Not until school taxes were again made legal did the private schools disappear. Meanwhile the first parochial school at Holy Trinity was opened about 1850 followed soon by St. Mary's.

New Albany schools kept pace with the city's growth, and in the township one-room schools dotted the landscape until the 1920's when, under the leadership of County School Superintendent Glenn Scott, they were replaced by modern consolidated schools. In 1948 the township school system was consolidated to form a county unit.

Only a single one-room school remained — the one at Navilleton. When classes opened this fall the Navilleton School was silent. The era of the one-room school had come to a close as the New Albany-Floyd County Consolidated School System opened a new chapter in our 150-year history of education.

Historical Series V

AUTOS — INTRODUCTION

The sleek new 1957 Pilgrim, made in New Albany, might have been on display now in auto showrooms across the country if fate had dealt more kindly with a local industry which tried its luck and failed in the early days of the automobile. Three different makes of cars were manufactured here in the years between 1910 and 1915, but each attempt ended unsuccessfully.

Charlestown Road in the early 1890's was a quiet, rural lane with only an occasional horse-drawn wagon or buggy to break the stillness. But one quiet day about 1890 a sound was heard along Charlestown Road, a sound that marked the beginning of the history of the automobile in New Albany.

Mayor Morris McDonald, driving to town in his buggy from his home on McDonald Lane, heard that noise and stopped in puzzlement. Coming up the road toward him was a vehicle that looked like a buggy but sounded like a steam engine. As the strange sight came nearer he saw young Earl Walker at the controls on New Albany's first automobile — an automobile he had built himself by mounting a small steam engine on a buckboard. The Mayor thought the contraption was interesting, but advised Walker that he couldn't drive it around New Albany unless he sent a man ahead with a flag to give warning to horse-drawn vehicles. Discouraged by this news, Walker

put his steam car in storage, but later built another and was a familiar sight in New Albany of the 1890's with his home-made steam car. Using his knowledge gained by this experiments, Walker manufactured and sold nationally a device known as the Walker burner to be used in steam cars to provide the heat to make steam.

Although steam cars were popular for a few years, the gasoline engine soon took the field and in 1910 New Albany's first auto-manufacturing firm was formed — the American Automobile Manufacturing Company which set up shop in the old vacant woolen mills which stood on Vincennes Street on the present site of the New Albany Senior High School. The capital for this enterprise came mostly from Louisville and the firm started manufacturing a car called the Jonz, spelled J-O-N-Z, named for Chester, Carey and Ellsworth Jones, three brothers associated with the company.

The Jonz was hand-assembled with motor, chasis and wheels purchased from other manufacturers. The Kahler Company, a New Albany wood-working and furniture plant, was commissioned to build the bodies. After two years the American Automobile Manufacturing Company found itself in financial trouble and the way was paved for New Albany's second auto manufacturing company to take the field. Fred Kahler of the Kahler Company purchased the bankrupt automobile company largely to protect the investment he had made in auto bodies. Kahler formed the Ohio Falls Motor Company and turned out an automobile called the Pilgrim. This venture came closer to success than any of the three attempts to make cars here, but even his company managed to turn out only about 20 completed Pilgrim cars. Discouraged by lack of sales, Kahler closed the plant, but in 1914 found a purchaser — the Crown Motor Company — which had been formed in Louisville to manufacture cars.

When the sale was made, the new company was optimistic with plans to employ 600 men and turn out a car called the Crown. The name of the company was soon changed to the Hercules Motor Car Company, but very few cars — perhaps only one — were manufactured. Soon this company too went the way of the others and the material on hand was auctioned off — eventually going to the Kentucky Wagon Works of Louisville which was planning to go into the manufacture of a car called the Dixie Flyer. So ended the history of automobile manufacturing in New Albany — although one phase of the auto industry continued until 1926. During those years the Kahler Company, capitalizing on its early experience in auto body building, turned out hundreds of Ford Model T bodies until the advent of the Ford Model A closed the last chapter on New Albany's automotive history.

Historical Series VI

GEORGETOWN — INTRODUCTION

When the three Scribner brothers founded New Albany in 1813 most of what is now Floyd County was an unsettled wilderness . . . but even at that early day a village of sorts had already developed in the area — a loose collection of cabins, a saw mill and several stills — a community that then had no name but which can lay claim to being Floyd County's oldest town — the village that was later christened Georgetown.

Georgetown will have a birthday next year — its 150th. It was in 1807 that George Waltz, the man for whom Georgetown was named, settled on the site. Just as New Albany computes its date of founding from the year the Scribners arrived, so Georgetown may claim 1807 as the year of its beginning . . . although George Waltz had no thought of founding a town when he first arrived with his family from Pennsylvania.

And although the town was named for Waltz, Patrick Shields may claim an equal share of credit for its development. Shields, who came from Virginia bringing a Negro slave with him, arrived in 1805 — the first settler in what is now Georgetown. It was Shields who built a water-powered saw mill and gave the infant village its start. Soon other settlers moved into the area, since the land is some of the finest in Floyd County. By the time the Scribner brothers were advertising their town of New Albany, George Waltz was setting up two blacksmiths in business to serve the growing population in that part of the county. And by that time the name of the stream through the village had been changed from Burton's Branch to Whiskey Run because of the large number of stills erected along its banks by pioneers who found that was the easiest way to transform their crops into a commodity that could be easily transported to market. Even as late as the 1880's Georgetown applejack was well-known in New Albany and Louisville.

About 1820 a general store was in operation and the community began to take on the aspects of a town. Finally, George Waltz was persuaded to lay out part of his land in lots along State Road 64, then called Whiskey Run Road. It was only natural that the community should be called Georgetown. Waltz owned land on the north side of the road. The land on the south side was owned by John Evans who had purchased it from Patrick Shields. Evans wasn't at all convinced Georgetown had a chance, so for some years the village was on the north side of the road only. Not until 1833 did Evans decide to subdivide his side of the road, but from that year on, Georgetown began to assume its present limits.

Georgetown's first hotel was opened about 1835 and was an important stopping place for the stage that operated through this part of Southern Indiana until the railroad was built in the early 1880's. With its wooden sign creaking on iron hinges, the hotel was more a tavern, and in fact, was called a tavern long after the term "hotel" became fashionable.

Since its earliest days, Georgetown has remained a quiet, country village. Spectacular growth has never been a part of its story. In 1880 the population was about 300. Today it is about 500 — a town that retains much of the quaint charm of its early days. Until a few years ago the cabin erected by Patrick Shields in 1805 was still standing — a two-story structure built of blue ash logs. Today some of the logs still are doing duty as part of a farm structure. The cabin, if still standing, would be by far the oldest building in Floyd County.

South of Georgetown the Waltz Road is a reminder of the family which played such an important part in the founding of the community. And as 1957 approaches, Georgetown may look back with a quiet pride at its 150 year history that makes it the oldest town in Floyd County.

Historical Series VII

FRENCH INFLUENCE — INTRODUCTION

Europe after the defeat of Napoleon at the battle of Waterloo in 1815 was in a state of unrest. Political upheaval and economic troubles led many Europeans, including many French, to seek better homes in the United States. Some of these French immigrants found their way to Floyd County where they established two separate settlements and continued the traditional way of life of the French peasant until almost the beginning of the present century.

The clatter of wooden shoes and the sounds of French folk songs echoing from the steep hillsides would have greeted a Floyd County traveler along the Budd Road a century ago. And had he traveled along Navilleton Road in Lafayette Township he would have found another small part of Old France transplanted to Floyd County. Lafayette Township was named in honor of the great French patriot who was of such great service to the American colonies during the Revolutionary War.

Why these immigrants chose to come to the hills of Floyd County can only be guessed today, but tradition says that the Budd Road settlement had its origin from a French Missionary priest who infused in his friends in France an enthusiasm for these hills and valleys. Soon

they were on their way, some by way of New Orleans and up the river, others by way of New York and overland. Other settlers came from Belgium and Switzerland.

The first settlers of Porrentruy probably arrived about 1817 and by the middle 1840's the French-speaking population along Budd Road numbered nearly 300. Budd Road was called "le grande rue", or the main road, and Clear Fork was known all over Floyd County as French Creek.

Huge loaves of French bread baked in big stone bake-ovens erected for the use of the whole community and old veterans of the Napoleonic wars told wide-eyed youngsters the story of their exploits. During our own Civil War many young men from Porrentruy and the settlement at St. Mary's enlisted in the Union Army and the story is told of Francoise Guilloume who was killed in battle and whose young wife died of grief.

The French settlers in Lafayette Township were probably attracted to the area because of the Catholic Church there, the first in Floyd County. It was built in 1820 by Irish settlers, but soon many French moved into the area, too, and created a second French settlement. A French priest, Father Louis Neyron, ministered to the spiritual needs of the settlers and helped build a new brick church in 1837 to replace the first log structure. The new church, named St. Mary's, was built of bricks made on the site by church members and stood where the present St. Mary's Church is located.

The French settlers along Budd Road also were looked after by Father Neyron, but a church was never built in this area. Instead, the faithful trudged in a group every Sunday to New Albany to attend Mass.

The two French areas began to lose their individual character about 1880 as many of the younger people moved to New Albany or Louisville where opportunities were greater. Those who stayed no longer spoke French as their parents had, although here and there French could still be heard until about the time of the first World War.

Today only a few gravestones lettered in French and family names such as Vernia, Naville, Veron and Banet remain as tangible reminders of the French influence in Floyd County. But these are tokens of what America means to the world — freedom and a better life for people from many lands — a tradition in which Floyd County has a proud share.

Historical Series VIII

BOAT DISASTERS — INTRODUCTION

On a June morning in 1816 . . . when New Albany was scarcely 3 years old . . . an event occurred upriver that was the first of many similar tragedies which were to

plague river history. The tiny steamboat Washington, one of the earliest built, was leaving Marietta, Ohio, when a cylinder head blew out. The rush of live steam knocked most of the crew into the water and scalded many to death. Twenty-eight years later New Albany was to learn at first hand how terrible a steamboat explosion could be.

The date was October 23, 1844. The **Lucy Walker**, a Cincinnati-built boat not yet a year old, had stopped at the New Albany wharf and was again on her way down river. About 4 miles below the city she was hailed by a slower boat carrying passengers who wanted to transfer to the **Walker**—a group of ministers and their families returning to St. Louis after attending a conference in Ohio.

The passengers had scarcely been taken aboard when suddenly a tremendous explosion hurled passengers and wreckage skyward and even carried parts of the ill-fated **Walker** to the land on both sides of the river. Of 130 passengers aboard the **Walker**, a scant 40 or 50 survived.

New Albany received its first word of the extent of the explosion when the U.S. snag boat **Gopher**, which had been nearby,, arrived with many of the dead and injured. The famous old Hale Tavern at Main and West First was hastily converted to an improvised hospital. The whole city was stunned by the disaster. Many stores were closed and flags were flown at half-mast. A mass funeral was held at Wesley Chapel with 25 coffins arranged around the altar. Fifteen of the victims were buried in Fairview Cemetery where their gravestones still bear mute testimony to the most horrifying river tragedy in this area.

Although the explosion of the **Lucy Walker** was the most spectacular of the river boat disasters New Albany had experienced, the history of river boating here is marked with many stories of accidents and mishaps. The Falls of the Ohio were responsible for many early accidents when boats were swept into the raging waters and sunk by the jagged rocks which ripped holes in their hulls. Even as late as 1911 the Falls caused a mishap which touched New Albany.

That year the tiny towboat **Monterey** was taking the packet steamer **Lucinda** from Louisville to the Howard Shipyards in Jeffersonville for repairs. As they crossed the river, both boats were caught in the grip of the swift current above the Falls and carried through the rapids. The **Monterey** went to the bottom, but the **Lucinda** luckily floated through without mishap and went drifting down-river. As she passed New Albany, the **Northern**, a towboat of the E. T. Slider fleet, went to her rescue and took the **Lucinda** safely to the Howard yards.

The last steamboat explosion in this area occurred in the early (1904) years of the present century when the towboat **Fred Wilson** went up with a roar a short distance down stream from the K & I bridge.

Riverboat disasters are almost unheard of today. A year-round deep-water channel, canals around dangerous stretches of water, radar and other modern navigation methods, better boat construction and strict Federal inspection all combine to keep mishaps at almost the zero point.

Reminder of early disasters still crop up, however. A few years ago a descendent of one of the **Lucy Walker** victims wrote to local authorities seeking information about her great-grandfather. He was found to be one of those buried in Fairview. And some years earlier two boys playing on a sandbank below New Albany found an old half-buried ironbound cedar chest. Inside were tools rusted from long immersion in the water. On the outside of the tool chest could still be read the name — **Lucy Walker**.

Historical Series IX

NEW ALBANY 100 YEARS AGO

On December 16, 1856, exactly 100 years ago today, the steamer **Baltic**, newly-built in New Albany, sailed down the river to enter service in the Southern trade. Shipbuilding was the city's lifeblood a century ago, and the water-front and Main Street were the heart of business activities in the community.

Other enterprises flourished along the riverfront, too. The **Montezuma** and **Shades** taverns, of coffee houses, as they were called, were notorious for gambling, drinking and fighting and no respectable New Albany citizen ventured near.

That respectable citizen might be found reading his newspaper in his parlor by candle light or whale oil lamp, with a cheery fire in the fireplace. Central heat was unheard of and there was no gas lighting in buildings yet, though the whole city was proud of the new gas lights along the streets that dispelled the blackness.

When the citizen of 1856 wanted water, he took a bucket to the public pump on the street, unless he were lucky enough to have his own. Shopping for groceries meant a trip to the two market houses on Market Street between Pearl and W. First and that trip probably was made on foot since there was no public transportation in the city, unless the horse bus that the Depaw House, New Albany's leading hotel, operated between the hotel and the new railroad depot at Pearl and Oak, could be considered public transit. While our citizen of 1856 was downtown he

no doubt stopped at the postoffice to get his mail, since there was no house-to-house delivery.

For an evening's entertainment he might take his family to Woodward Hall at Main and W. First to hear the Swiss bellringers or perhaps the illustrated lecture on the recently-ended Crimean War. And he no doubt witnessed the city's first balloon ascension made in 1856 at Spring and East Fourth. He might even have been showered with sand as the balloonist opened a bag of sand ballast so he would rise high enough to avoid striking the tower on Centenary Methodist Church.

New furnishings for the home meant a trip to West Main Street where the cabinet makers and dry-goods merchants were concentrated. Ready-made furniture was almost unknown, but a cabinet-maker was ready to turn out any piece at short notice.

Adventurous young men were probably lured by the U.S. Army Cavalry recruiting stand set up in Scribner Park to sign up volunteers for the Indian fighting in the West.

As our citizen of 1856 read in his newspaper of the bloody struggle in Kansas between free-soilers and the pro-slavery faction, he no doubt felt troubled at the political storm clouds brewing. The slavery issue was becoming more explosive every day, and he had probably seen the Kentucky constables who were coming through New Albany more and more frequently in search of runaway slaves. New Albany was divided on the issue and the proposal of some members of the Young Men's Christian Society to bring Wendell Phillips, the fiery New England abolitionist, to New Albany to deliver a lecture had to be abandoned because of the controversy it created.

Not all New Albany citizens read **The Ledger** or **The Tribune** — and for a very good reason. They found it easier to read a paper printed in their native German. The Germans, and Irish, lumped together in 1856 under the term "foreigners", had swelled the city's population considerably. Many of their customs seemed strange then, but are now part of our everyday life. The festivity which we associate with Christmas was borrowed from the German immigrants. Only one Christmas ad appeared in the New Albany papers 100 years ago. Peter Frentz, a German, advertised "Christmas Notions" for sale.

Though much has changed in New Albany since a century ago, much still remains the same. East Main Street, then the city's choicest residential area, still remains with its fine homes as a heritage from the past. But more than buildings has been bequeathed as the New Albany heritage. The community pride that marked the city in 1856 still runs deep in the city today — a pride based on the accomplishments of the past and the challenge of the next 100 years.

Historical Series X

GERMAN INFLUENCE IN NEW ALBANY INTRODUCTION

Tomorrow is Christmas eve and tomorrow night is the traditional time for Santa to leave his gifts for the children under the gaily-decorated Christmas tree. It's the way New Albany and the rest of the nation have celebrated Christmas for the past 90 years or so—but there were no Christmas trees in New Albany homes in the early days. The tree and the visit from Kris Kringle were traditions brought along by German immigrants who began arriving in the United States in the 1830's.

The music and singing were loud, the beer flowed freely and the dancing was vigorous at the old Apple Tree Garden—the center of German social life in New Albany 60 years ago.

The Apple Tree Garden, New Albany's only genuine beer garden, was at West and Ealy Streets in what was then known as the West Union neighborhood—the whole area north of Falling Run Creek and extending from the foot of Silver Hills on the west to Pearl Street on the east.

West Union—which probably received its name from West Union Street—had been heavily populated with Germans from the time the first immigrants had arrived in the 1830's. No doubt Falling Run Creek provided the ideal location for the slaughter houses, tanneries and glue and tallow works which many of these early Germans established.

Brewing was another typical German occupation and city's first brewery was established in the 1840's by Joseph Kealchle at the corner of West Fourth and Spring—the location later of the well-known Reising Brewery owned by Swiss immigrant Paul Reising.

Other thrifty craftsmen among the German newcomers set up in business as tailors, stone carvers, furniture makers and other trades. Immigrants from rural Germany preferred farming and settled in the Catholic community around St. Mary's in Lafayette Township or at St. Joseph' Hill the Clark County line where they established St. Joseph Church.

The first German church in New Albany, however, was Protestant . . . St. Mark's Evangelical & Reformed . . . which was established in 1837 on State Street near Falling Run Creek and the West Union area. Other German churches established about 1850 were the United Brethren, a German Methodist and a German Presbyterian. In the middle 1850's German Catholics in the city, who had been attending Holy Trinity, established St. Mary's.

The establishment of these churches followed the second great wave of German immigration which came in the 1850's after the unsuccessful revolutions of 1848 in the German homeland. Imbued with liberal political attitudes, these German immigrants enlisted in great numbers in the Union Army during the Civil War to help preserve the unity of their adopted homeland.

In 1850 an attempt had been made to establish a German-language newspaper, called **The Sun**, in New Albany but it lasted only a short while. Not until 1875 was a successful German newspaper established here—the **Deutsche Zeitung**. The famous old **Louisville Anzeiger** was also read in most German households in New Albany and Floyd County.

About the time of the Civil War, New Albany's Germans established an elementary school on East Fourth Street with classes taught in German.

The German immigrants became some of the city's most solid and respected citizens and contributed not only to its economic life but its cultural life as well. Singing and music societies flourished after the Germans arrived and the old Maennerchor Halle, home of New Albany's German chorus, still stands on East Spring, today occupied by a power lawn mower business. Evidence indicates that the city's earliest marching brass band was established by the German citizens some 100 or more years ago.

The first World War brought an end to many manifestations of German influence in New Albany as in the rest of the country. Preaching in German was stopped in the churches, the German American Bank & Trust Company hastily changed its name to the American Bank and many German families found it prudent to stop reading German periodicals.

But this attitude did not spread to the Christmas tree and the visit from Santa. It had already become a part of American tradition—along with pretzels, hamburgers and hot dogs all of which came along with the German immigrants.

Where New Albany's first Christmas tree was erected can only be a matter of guess now, but it was probably in some snug little cottage in West Union where the cheery greeting rang out—"Froeliche Weihnachtsfest"—"Merry Christmas".

Historical Series XI

OLD COLLEGES AND SCHOOLS

Soon the Christmas holidays will be over and college students from New Albany, home for the annual vacation, will be returning to their studies at schools across the land. But in the past the start of a new year and a new semester meant many students in other cities returned to New Albany or Floyd County to attend the institutions of higher learning which have been located here.

New Albany's last institution of higher learning was moved from the city about 1900, but though it is no longer here it memorializes the name of one of New Albany's best-known citizens, Washington C. DePauw, whose generous contributions assured the future of DePauw University now at Greencastle.

Another well-known school, the McCormick Theological Seminary at Chicago, had its start in New Albany over a century ago.

But the history of higher education in New Albany goes back further than either of these schools — back to 1835 when the members of Wesley Chapel Methodist Church launched the New Albany Methodist Seminary and built a two-story frame building on Market across the street from the present location of the church. The term seminary then did not refer exclusively to a theological seminary but also was applied to schools which were a sort of cross between the present-day senior high school and junior college.

New Albany can also lay claim to the dubious honor of being the site of the nation's first medical "diploma mill". A so-called medical college, founded in 1833, passed out diplomas in vast quantities, sometimes even to students who failed to attend the sketchy courses. This institution, fortunately, lasted only a short time.

The New Albany Methodist Seminary closed about 1843, but it may have been the seed which resulted in the building of the Indiana Asbury Female Seminary in New Albany at East Ninth and Main in 1852. This school, founded by the Indiana Methodist Conference, was plagued by the trouble common to all early New Albany schools . . . lack of money. The upheavals of the Civil War years cut attendance sharply and in 1866 the property fell into other hands when the school was unable to pay off its mortgage.

This was the centennial year of American Methodism and Indiana Methodists marked the event by a state-wide drive to raise funds to repurchase the property. It was

at this juncture that Washington C. DePauw, who had amassed a fortune during the war, made substantial contributions to the school and made the fund-raising drive a success. A few years later DePauw made another contribution to build an addition to the school, and in his honor the name was changed to DePauw College for Young Women.

Other early ventures in higher education in New Albany included Anderson's Female College, started about 1845 by John B. Anderson who remodeled a private home on Lafayette Street at Scribner Park to house the school. Later Anderson founded a boys' school, the Anderson Collegiate Institute, located at West Fourth and Market, where one of his students was John Hunt Morgan from Lexington, Kentucky, later to lead the daring raid which brought the Civil War to the soil of the Hoosier state. Anderson closed his schools about 1854 when he launched a newspaper here, the **Daily Morning Herald**.

At about the same time that Anderson started his school, an even more ambitious project was launched—the New Albany Theological Seminary, a school to train ministers for the Presbyterian Church. An endowment of \$15,000 from Elias Ayers, a leading New Albany citizen of the time, enabled the Seminary to build a school on Elm at East Eleventh and open for classes. But within 10 years the school found itself caught in the middle of a theological dispute within the Presbyterian Church and in the middle of arguments over the question of slavery in the Southern states.

So it was that when Cyrus McCormick, who had won fame and fortune with the invention of the reaper, offered \$100,000 to establish a theological seminary in Chicago, the church decided to move the school there and the transfer was completed in 1859. Part of the old building still stands on East Elm where it is cut up into apartments.

Not all of these early schools were in New Albany itself. Greenville was the site of the Floyd County Seminary, established by the Floyd County Commissioners, and opened in January, 1850. The school had a brief life of only two years, for the Commissioners sold the building when the State Legislature set up a public school system in 1852 and authorized closing the county seminaries.

Though New Albany is no longer home to any college or university, the city can look back with quiet pride in the accomplishments of the past which live on in the McCormick Theological Seminary and DePauw University.

Historical Series XII

FLOODS

January was a rainy month in 1937. The rains started shortly after the new year was welcomed in and continued day after day up and down the whole Ohio Valley from Pittsburgh to Cairo—until the sodden earth refused to absorb any more water—until the usually placid Ohio River could no longer hold the water in its wide channel. That was 20 years ago—the year of the great flood in Ohio Valley history.

1937 brought the greatest flood New Albany and the Ohio Valley has ever witnessed—but not the first. The river was the cause of New Albany's growth—and the river also caused tragedy and destruction . . . the 1937 flood was the climax of a long series of inundations which started when New Albany was less than a dozen years old and continued every few years to plague the city, flooding low-lying areas, forcing river-front industries to suspend operations, causing thousands of dollars worth of damage to homes and business, and oftentimes claiming lives.

One of the earliest instances of extensive flood damage was in 1832 when the Hughes-Palmer Mill in Clarksville, near the site of the present Pennsylvania Railroad Bridge, was demolished by the raging waters. And in 1847 the old wooden covered bridge which carried Main Street over Falling Run Creek was floated from its moorings and wrecked by flood water.

Unusually severe floods occurred again in 1858 and 1883. Then came the flood of 1884 which for 39 years held the record as the highest ever—until the 1913 flood with its trail of death and destruction seemed to set a mark that would stand as an all-time high. A stone set into the wall of the Pennsylvania Railroad freight station at the foot of State Street records the depth of the 1913 flood. But then came 1937 and all previous marks were literally buried in the mud.

As the rain fell day after day that January 20 years ago, the river crept higher and higher, and though it lapped over the New Albany wharf and the well-named Water Street, the city was not alarmed. High water came almost every year and was taken for granted. But the rain continued and the river rose higher and higher, creeping closer to Main Street, backing up through sewers and flooding low areas, forcing many families to flee. And still the water continued its relentless advance, spilling over downtown Main Street for the first

time in the city's history. All business was suspended as the silent enemy flooded downtown stores, and residents whose homes were in the path of muddy water sought shelter with friends, then were forced to flee again as the water threatened their new-found haven.

Hundreds of New Albany residents were forced to seek safety in other communities — Salem, Corydon, Seymour, Mitchell, Columbus and countless other towns which opened their doors and their purses to aid the homeless. In New Albany itself the high school, the Armory and old St. Mary's School at Elm and East Eighth were turned into emergency care centers and housed medical teams inoculating scores against the dread typhoid fever.

Electric power was cut off in most areas and National Guardsmen patrolled the city to prevent looting of abandoned stores and homes. The New Albany Fire Department mounted a pumper truck on an improvised raft of oil drums so it could be floated to the scene of any fire. On January 27, when the water crested at some 30 feet above flood stage, the water at Spring and Silver just touched the bottom of the traffic signal there.

As terrible as the flood itself was, an even grimmer time lay ahead as the water began receding in the early days of February, leaving all it had touched coated with inches-deep slimy muck. The heartbreaking return to wrecked homes and businesses meant the beginning of the almost impossible task of cleaning up the debris of destroyed furniture, river mud and flotsam left behind by the retreating water. The New Albany Public Library found all the most valuable books in its collection turned to a sodden mass of pulp which had to be shoveled out of the basement and carted away.

But the task was accomplished and in a few months practically all traces of the devastation had vanished.

Today New Albany rests securely behind its flood-wall — a project designed to prevent any future flood from spreading the death and destruction which floods always brought in past years. The wharf and historic Water Street have vanished beneath this great earthen dike, but New Albany remains a river town — safe from the river.

Historical Series XIII

MULE CARS TO BUSES

1957 marks the 90th anniversary of public transportation in New Albany—a span of years that has seen the city served by mule cars, electric trolleys and now by buses. Public transit is a vital necessity in larger communities, and when New Albany's first mule car jingled down Main Street early in 1867, it was an indication of the industrial growth that was to follow the Civil War years.

River traffic suffered a severe blow during the Civil War and the years immediately following. That may have been the reason that Captain Ephraim S. Whistler, who had commanded the steamer Huntsville launched a new enterprise—the New Albany Street Railway. This infant public transportation venture began operating mule cars along the city's most important thoroughfare—Main Street—early in 1867. The route extended from West 10th, where the car barn was located, to Vincennes Street where it connected with the depot of the new railroad from Jeffersonville—the railroad that operated the well-known “Dinky Trains”.

By the middle 1870's the tracks had been extended up Vincennes to Beeler where a new car barn was built on the site of the present Home Transit Company bus garage. Business was good during the first few years the line was operated, but then the Dinky Line tracks were extended from Vincennes along the river to State Street and the mule cars lost many transfer passengers. This, coupled with the business depression of 1877, hit the company so hard that all service was suspended for more than a year and the City threatened to cancel the franchise unless the cars were put back in operation.

At this point of crisis a new company was organized—the New Albany City Railway—which put the cars back in operation again. Then, during the prosperous 1880's service was extended to Spring Street between Vincennes and West Eighth.

Mule car travel could be something of an adventure. There was no heat on the cars in winter and straw was spread on the floor to warm the passengers' feet, but sometimes the straw also contained mice. The mule car drivers had to face the wintry blasts on an open platform and received \$9 a week for a 14-hour working day.

Winter caused one freak accident that almost halted service. On March 31 New Albany residents awoke to find the city blanketed under a sudden knee-deep snow. The weight of snow on the car barn on Vincennes Street was so great that the roof collapsed and every car the com-

pany owned was smashed beyond use. Fortunately, the mules were protected by the overhead hay loft which caught the roof and held it up in that part of the structure. The resourceful management of the company was able to borrow cars from Louisville which were hauled to New Albany on the ferry boat—but the only cars Louisville could spare were the old open summer type, and for the rest of the winter New Albany riders had to bear up with cold winds whistling down their necks.

The 1890's ushered in big changes in New Albany's public transit. In 1893 the mule cars gave way to the new electric trolleys and the Highlands Railway had in 1891 built its scenic route to the top of Silver Hills. The Silver Hill line increased the popularity of the hill as a residential area, but revenues in the early years were low and finally in 1903 the line shut down completely. The next year it was purchased by the New Albany Street Railroad which started operating the cars through to the Daisy Depot. At first the Silver Hill line ended at the bottom of the hill at Spring Street and passengers had to transfer to another car and pay another fare to continue their trip.

Other improvements came after the turn of the century. Tracks were extended out State Street and out Charlestown Road to the Fairground at Silver Street, and in 1903 interurban service was opened to Jeffersonville.

At about this time the local company came under the ownership of the Louisville & Southern Indiana Traction which was controlled by utilities magnate Sam Insull. Insull's influence in traction and power companies spread over the whole midwest and in the early 1920's he consolidated his interests in Southern Indiana into the Interstate Public Service Company, and the New Albany local lines were part of a small empire which included city lines in Jeffersonville and Columbus and interurban lines to Charlestown and Indianapolis.

Insull's huge bubble burst during the stock market crash of 1929 and his empire crumbled into dust. The scenic Silver Hills line was one casualty and in 1932 the last car squealed down the winding track, writing finish to a route that had once carried as many as 8,000 people in a single day to camp meetings at the Methodist hilltop camp.

But the other trolley lines were kept in operation by the new Home Transit Company, a home-owned corporation which purchased the New Albany transit system from Interstate. The little cars, affectionately called the "Tonnerville Trolleys" continued to ply the streets and when World War II came they did yeoman service hauling greater loads than ever before. But they were

getting old and worn out and when the war ended, Home Transit found it would be cheaper to buy new buses than new cars and early in 1946 the cars made their last sad trip.

Today Home Transit buses serve all parts of the growing city and their flexibility permits easy extension of service to new areas. It has been 90 years since the first mule car rolled down Main Street, but public transit continues to play its vital role in New Albany's economy.

Historical Series XIV

CHURCHES

New Albany's two oldest church organizations — Wesley Chapel Methodist Church and the First Presbyterian Church — this year mark their 140th anniversary. Both were founded in 1817 when the city was a tiny village only four years old. The founding of these two pioneer churches not only marks the beginning of church history in New Albany, but also indicates that the infant community was beginning to establish a regulated and stable society — the village had started to become the city we know today.

An old familiar hymn sung by a pioneer woman as she went about her tasks in her small shop was the beginning of New Albany's first church according to the traditional story handed down through the years. That hymn, heard by another settler as he wended his way past in the moonlight, inspired him to set about forming a prayer group — a group that about June of 1817 formed itself as a Methodist Church with the Rev. John Shrader as its first minister. Sometime the following year the group erected a log meeting house near the site of the present Wesley Chapel Methodist Church.

New Albany Presbyterians, who had helped form a church in Jeffersonville in 1816, established the First Presbyterian Church in New Albany in December, 1817, a few months after the Methodist Church had been formed and in 1818 they, too, erected a church — a frame structure on State Street, and it was in this building in 1819 that the first Sunday School class in Indiana was organized.

In 1825, New Albany's third organized church, the First Baptist, was formed through the efforts of Seth Woodruff who presented the group a church building on Washington Place opposite Scribner Park.

Nine years later, in 1834, St. Paul's Episcopal Church was organized and in 1837 erected its first building on

Spring Street where St. Mark's educational building is now located.

Religious growth in New Albany now became rapid and the church buildings and denominations increased almost yearly. In 1835 Park Christian Church was founded by a group of followers of Alexander Campbell, and Campbell himself later preached in the church. The following year the city's first Catholic Church, Holy Trinity, came into being, although Mass had been celebrated by visiting priests in private homes for many years previously. In 1837 the growing number of German immigrants led to the founding of the German Evangelical Lutheran and Reformed Church which erected a small church on State Street near Oak—the beginnings of St. Mark's Evangelical and Reformed Church.

In 1848 the United Brethren Church, another German denomination, was founded and erected a church at Spring and West Sixth. Three years earlier other German immigrants had founded a German Methodist Church and later erected a building on East Fifth between Spring and Market. This later developed into Calvary Methodist which in 1955 merged with Centenary Methodist.

The passing years saw additional churches founded by the original denominations. Centenary Methodist, whose handsome church building is the oldest yet standing in New Albany, was founded in 1839 and was so named because that was the centennial year of Methodism. German Catholics founded St. Mary's in 1859.

The Hutchinson Memorial Presbyterian dates from 1853 when it was founded as the Third Presbyterian. The first pastor was the Rev. John J. Atterbury whose son later became president of the Pennsylvania Railroad and for whom Camp Atterbury is named. This church originally was at East Ninth and Oak. It was later united with the Second Presbyterian which occupied the building now used by the First Baptist. The present building at Thirteenth and Elm was erected about 1890. The name was changed to honor the Rev. Charles Hutchinson who served as pastor for some fifty years.

Another early church was Main Street Methodist, formed in 1849 and often called the "Yawl" since it was a mission of Wesley Chapel which was affectionately known as the "Old Ship of Zion".

DePauw Memorial Methodist had its beginnings in a mission established on Vincennes Street by Washington C. DePauw, who contributed much to the Methodist cause in Indiana. It received its name as a memorial to Jennie DePauw, DePauw's daughter who died in childhood.

To tell the full story of New Albany's churches would require far more time than is available—the story of the John Street Methodist Mission founded in 1854, now the Trinity Methodist which is about to erect a beautiful new structure of modern design on Charlestown Road; the story of the founding of Central Christian in 1874; of Culbertson Avenue Baptist founded as a mission in the late 1880's; the story of the two new Catholic parishes, Holy Family and Our Lady of Perpetual Help, which have been established during the past ten years; the story of Grace Lutheran, the only Protestant church in New Albany to operate a parochial school; the story of the organization of the Indiana Methodist District conference in New Albany 125 years ago; or the story of St. Mark's with its corner stone inscribed in German, now being wrecked to make way for another and finer St. Mark's to rise on the same site . . . they are all part of that seed planted 140 years ago by pioneers in the wilderness—a seed that continues to flourish and grow stronger with each passing year.

Historical Series XV

NEW ALBANY'S FIRST MURDER CASE

It was an early spring day in 1820—the kind of a day that invites a man to put aside his workaday cares and go fishing. But the two fishermen who dangled trot lines from their skiff in the river below New Albany were to make a gruesome discovery that day—one of the trot lines snagged a heavy object and the fishermen discovered a floating body. Then they saw the gaping slit in the throat—this was a case of murder.

The two fishermen had discovered the body of Frederick Nolte, a German immigrant who operated a bake shop in his little log cabin on the southeast corner of Pearl and Main. As the news spread through New Albany, some odd events of the past few days became clear. Nolte had suddenly vanished about a week earlier—vanished overnight. A friend of the missing man, one John Dahmen, a Danish immigrant, explained the disappearance by saying he had purchased Nolte's business and that Nolte had left to seek his fortune elsewhere.

Strangers drifted in and out of New Albany constantly in the early days and apparently everybody had believed Dahmen's explanation. Now the whole picture was changed and the town was alive with gossip. Everybody knew that Dahmen had been at Nolte's cabin very late on the last day Nolte was seen alive and that the two men had been passing the bottle back and forth. James Besse, the county's first sheriff, went into action immediately and set out for Dahmen's farm several

miles down the river and came back with the first prisoner in the new county of Floyd to be charged with a capital crime.

Dahmen was placed in the primitive log jail that stood about where the present jail is. This early jail had been erected the year before at a cost of \$50, but a \$50 jail was not secure enough to keep Dahmen a prisoner, for in a short time he had made his escape by boring through the log floor and tunneling his way out.

The whole town was in an uproar—everybody had looked forward to attending the trial. Sheriff Besse was highly embarrassed that his first important prisoner had so easily escaped justice, and no doubt Seth Woodruff, who had built the jail, was kept busy explaining away the escape.

Then a series of lucky circumstances occurred which enabled the sheriff to save the dignity of his office. Dahmen made a fatal error by writing his wife a letter expressing a desire to see her, but it was written in Danish which his wife could not read. Then she made a move which sealed her husband's doom. She took the letter to a neighbor who could translate it for her and after he had read it, he lost no time in telling the sheriff that the escaped prisoner was in eastern Canada.

It's a long way from New Albany to Canada, even today with fast transportation. In 1820 it was a five-week journey, but that didn't discourage Sheriff Besse. He set out for Canada, taking along John Eastburn, an early merchant who didn't seem to mind taking time out from business for an expense-paid trip, as a special deputy.

The sheriff didn't let the international boundary and the niceties of diplomacy interfere with his mission. He wanted to get his prisoner back with no red tape. He knew that Dahmen was living near the American border, so he devised a trap. After he and Eastburn had crossed the river into Canada, they went directly to Dahmen's dwelling—Eastburn dressed in women's clothing to impersonate Dahmen's wife. The trick worked and when Dahmen came to the door he was seized and carried by force to the river, clapped in irons, tossed into the boat and hustled to the American shore. The two officers of the law with their prisoner returned to New Albany by way of Pittsburg and down the river by flatboat.

A grand jury soon was impaneled and on December 11, 1820, returned an indictment charging Dahmen with the murder of Frederick Nolte. The trial was held at the May, 1821, term of court in the basement of the First Presbyterian Church on State Street, the same building in which Indiana's first Sunday School class had been organized two years earlier. Judge Davis Floyd, the county's first judge and possibly the man for whom

Floyd County is named, presided at the trial, and when the jury returned a verdict of guilty, Judge Floyd sentenced Dahmen to be hanged on July 6.

The case had attracted such widespread interest that Dahmen decided to cash in on his notoriety. He agreed to sell his body to Dr. Asahel Clapp, the town's first physician, so that Clapp could dissect it for medical study. Later he tried to annul this agreement so that he could auction his body off to the highest bidder, but Clapp apparently was able to head this off.

When the day for execution came, Dahmen spurned the ministers who attempted to comfort him declaring he had no need of them because the devil was his father.

The story of Dahmen was the first big news story in New Albany and provided the town's first newspaper, **The Chronicle**, with lurid copy that was eagerly read all over Southern Indiana. After the hanging, two different books about Dahmen's life and crime were published and snapped up by curious buyers who wanted to read about Dahmen's adventures as a soldier in the armies of Napoleon and the bloody details of the murder of Nolte.

The hanging took place on State Street near the jail and for years afterward the story was a favorite topic of the oldtimers as they gossiped about New Albany's early days.

Historical Series XVI

GETTING THE NEWS

In 1837 the New Albany Daily Gazette, a small 4-page newspaper, appeared on the street . . . the first daily paper in Indiana. That was 120 years ago and all through that long span of time New Albany has been served by a daily newspaper, and at times by two, recording for their readers the day-to-day events which add up to the history of a city.

The history of New Albany's daily newspapers begins in 1837, but the city's first newspaper—a weekly—started publication in 1820 in a log building which stood at the corner of Main and Bank Streets, where the American Red Cross Building now is. This pioneer journalistic venture—the **New Albany Chronicle**—was published by Mason Fitch, one of New Albany's outstanding early citizens, and Ebenezer Patrick, who had previously published a paper at Salem.

New Albany, which had been a wilderness only seven years before, was apparently too tiny to support

a newspaper because circulation totaled only 250 after a year and the **Chronicle** quietly suspended publication. But the copies of this paper contain much of interest. The New Albany resident could read, if he didn't know already, that Abner Scribner was suing Wendelin Wiestenfeld or that Sheriff James Besse was auctioning off the property of Mordecai Childs. And, of course, he read all the sordid details of the trial of John Dahmen for the murder of Frederick Nolte.

That murder case would have provided perfect material for New Albany's second paper—the **Microscope and General Advertiser**—which was probably one of the first scandal sheets published anywhere. The editor was Dr. T. H. Roberts, who moved the paper to New Albany in September, 1824, after he was driven out of Louisville by an angry mob for probing too deeply into private affairs.

In 1825 Roberts changed the name of his paper to the **Indiana Recorder and Public Advertiser**, and seems to have changed his editorial policy to a more sedate style. In 1827 this paper became a twice-weekly publication called the **Indiana Commercial Recorder**, but there seem to be no copies of it in existence.

Other short-lived early newspapers were **The Cresset**, established in 1828, and the **Aurora**, started about the same time. Then in 1830 the first really successful New Albany paper was established. This was the **New Albany Gazette**, a weekly started by three brothers, James, Henry and Thomas Collins. It was the first New Albany paper that espoused a political party—the Whig Party—which later was absorbed into the Republican Party.

This is the paper which became a daily in 1837 and continued publication for many years under various names such as **The Bulletin** and **The Tribune**, which had no connection with the present **Tribune**. It finally went out of business about 1860, was revived in 1864 as the **New Albany Commercial**, a Republican paper, and finally in 1870 was moved to Louisville as the **Louisville Commercial**, where it was published for many years.

The first Democratic paper in the city was **The Argus**, established in 1836. It lasted until 1841 and two years later the type and press was purchased by Phineas M. Kent who established the **Southwestern Democrat**. In 1849 the name was changed to **The Ledger** and daily publication was begun. **The Ledger** was an afternoon paper and **The Tribune** was published every morning. After 1870 when **The Commercial** was moved to Louisville, another paper, **The Daily Standard**, was established by Josiah Gwin. In 1872 the **Ledger** and **Standard** were consolidated as **The Ledger-Standard**, but in 1881 the

name again became simply **The Ledger**.

Another attempt had been made to start a daily paper in the 1870's when J. M. Griffin, established **The Independent**, but after a short while it became a weekly. An earlier attempt by John Anderson, who operated Anderson's Collegiate Institute, to establish a daily, **The Morning Herald**, in 1854 also failed after a short while.

Josiah Gwin, who had started **The Standard** in 1871, began publishing the **Public Press** in 1881—a weekly paper which had a large circulation and which continued in business until about the time of the first World War.

The present **New Albany Tribune** had its beginning in 1888 to fill the need for a Republican paper in the city. **The Ledger** continued as an afternoon paper until the early 1920's when failing fortune forced it to become a weekly. It continued until the 1937 flood caused such heavy damage that it was sold to **The Tribune**, but the name . . . the oldest in New Albany journalism . . . is continued in the **Sunday Ledger-Tribune**.

Several German papers were published in New Albany at various times. The most successful was the **Deutsche Zeitung**, published by Otto Palmer from 1875 until about 1905.

With the advent of radio broadcasting in the early 1920's, New Albany listeners had to depend on stations in Louisville and other cities for news and entertainment until 1936 when **WGRC** went on the air with studios in both New Albany and Louisville. After a few years, however, all operations were transferred to Louisville and New Albany was without its own radio outlet until 1949 when **WLRP** went on the air on June 1 with 1,000 watts of power.

Today the **New Albany Tribune**, the **Sunday Ledger-Tribune** and radio station **WLRP** are busy at work bringing the world to New Albany readers and listeners and providing a day-to-day chronicle of local events . . . the events that add up to the history of a city.

Historical Series XVII

THE THEATRE IN NEW ALBANY

On November 26, 1866 the curtain was raised for the first time at the New Albany Music Hall, ushering in the golden age of the theatre in New Albany. The Music Hall, which became popularly known as the Opera House, seated 2,500 persons and was one of the finest theatres in the entire Middle West. On its ample stage appeared some of the best-known actors and actresses of the Nineteenth Century—dramatic artists who brought delight and entertainment season after season to New Albany audiences.

The Opera House represents the high point of the theatre in New Albany, but not the beginning. Just when the first theatrical performance was presented in New Albany has been lost in the mists of history, but it quite likely was an early showboat which tied up at the wharf and plastered the town with posters advertising some melodramatic play, or perhaps a display of wild animals with sword-swallowers, fire-eaters and other attractions thrown in for good measure.

The showboats began their circuit up and down the river as early as the 1830's bringing entertainment and the magic of the theatre to the towns and villages lining the shore. New Albany apparently had to depend on the showboats all through the 1840's for the first building constructed as a theatre seems to have been the famous Woodward Hall built in 1852 by John K. Woodward. This building still standing at the corner of Main and West First Streets, now occupied as a warehouse by a moving company.

The state itself was located on the third floor with the first and second floors occupied by stores and offices. With the opening of Woodward Hall the theatre came into its own in New Albany. Minstrels, variety acts, lecturers, dramatic companies and all sorts of entertainment enterprises now had a made-to-order theatre and the attractions were many and continuous. Many political rallies and public meetings also were held in old Woodward Hall, including a tense meeting on the eve of the Civil War which adopted resolutions urging moderation on the part of both North and South to avoid armed conflict. Tradition says that the first performance of *Uncle Tom's Cabin* in Indiana was presented before a packed house in Woodward Hall.

With the close of the Civil War, a number of New Albany's leading citizens conceived the idea of building a theatre which would match the rosy future which they foresaw for New Albany — a theatre to attract the leading traveling dramatic companies. Thus it was that in November, 1866, the splendid new Music Hall at Spring and Pearl was opened with pomp and ceremony. The Music Hall or Opera House as it came to be known, presented as its first attraction a popular play of the day — *Fashion, or Life in New York* — featuring Augusta Dargon, who also made the dedicatory address.

For weeks before the opening the city had been alive with rumors that the Music Hall was unsafe — "too big to stand" said the Doubting Thomases. But all this was forgotten as the Opera House began its long career. Not everybody was happy about the new theatre, though. Many ministers preached against the immorality of attending the theatre, particularly the Rev. J. H. Noble of Wesley Chapel.

But the Opera House with its private boxes, its main floor, its balcony and gallery often packed to capacity, was a success. It spelled the doom of Woodward Hall which was used only for public meetings and second-rate lecturers, and finally passed from the picture about 1880.

The Opera House reigned supreme as New Albany's place of entertainment until well after the turn of the century. No doubt its management noted with a patronizing smile the tent shows that began to appear here and there in the city, showing crude silent motion pictures while a pianist played music appropriate to the action on the screen. But in 1908 the movies were taken out of the tents and were shown in the first motion picture theatres in New Albany—the old nickleodeons.

That was the year the Princess, downtown on Main Street, the Heath, on Vincennes, and the Grand, still in business at its original location, sprang into existence. The next year or two saw the motion picture theatres multiply at an amazing rate. By 1911 there were eight—the Princess, Crystal, Grand, Liberty, Majestic, Mammoth, Star and Victoria.

This was a new era of entertainment and the stage found it could not compete with the movies except in the largest cities. In 1912 the Opera House stopped trying to compete and during succeeding years became the scene of poultry shows, amateur productions, a roller skating rink, and tried to make a comeback as a movie theatre called the Hippodrome. But it was no use. Time had run out and the Opera House became dark and deserted except for stores in the first floor.

Then on a cold, raw March night in 1939, the final and most dramatic act was played. The Opera House was afire—and as the searing flames leaped through the building, many older residents watched and recalled earlier and better days when the hush fell over the audience as the huge curtain was slowly raised. Today the Opera House is still there—part of it—transformed into downtown stores.

The new movie theatres, which had come out in such force in the early days, also found competition was a leveler. Many dropped by the wayside and a few new ones opened. In 1914 the Kerrigan went into business on Main Street in a building which has been torn down to make way for the Municipal Parking Lot. It was named for Warren Kerrigan, a New Albany boy who became a matinee idol in the early days of movies.

In the early 1920's the Elba, later named the Indiana, opened on Vincennes at Spring. The Elks Club building, opened in 1921, contained a theatre which operated until a few years ago. The Indiana closed about two years ago—a victim of television. But the Grand, one

of the first, still continues after nearly 50 years—a first cousin to the showboats which first brought the world of the theatre to New Albany.

Historical Series XVIII

GLENWOOD AND THE CHAUTAUQUA

A camp meeting, a revival, a picnic, a circus, a vacation, an educational program—roll them all into one and you have the old-time Chautauqua, an institution which flourished every summer in towns all over the United States in the early years of this century. New Albany had its Chautauqua, too, every summer at Glenwood Park. The Chautauqua and Glenwood Park are the subject of today's Historical Series.

It was in 1903 that the new traction line between New Albany and Jeffersonville brought a new era in transportation to the two cities—and the traction line brought a new institution that is still fondly remembered by many New Albany residents . . . Glenwood Park.

Traction companies frequently built amusement parks and picnic grounds along their lines on the theory that park patrons would ride the cars and increase the passenger business. The Louisville & Southern Indiana Traction, whose tracks crossed Silver Creek where Spring Street crosses today, picked that spot as the site for their park—the area north of Spring Street that is today one of New Albany's finest residential areas.

First called Silver Creek Park, it was opened July 1, 1903, with Indiana Gov. Winthrop Durbin as guest of honor, and was an immediate success. The interurban cars running past the park operated from New Albany through Jeffersonville and to Louisville. Residents of all three cities soon discovered the delights of Silver Creek, the flower garden, the band concerts, picnics, the ferris wheel, the pavillion, the auditorium, the baseball diamond and the tennis courts. The miniature railway with its tiny steam locomotive was the special love of the youngsters.

The next year the name was changed to Glenwood Park at the suggestion of George P. Dorn, superintendent of the traction line and the man who picked the site. That year, too, a concrete dam was built in Silver Creek to provide for boating and fishing. The dam is still there and the spot is still a favorite with fishermen.

But something more important happened in 1904—that was the year of the first Chautauqua. It was organ-

ized by New Albany and Jeffersonville businessmen and was patterned after the annual events which had originated at Chautauqua Lake, New York. Dr. J. H. Baldwin of Jeffersonville was president and New Albany was represented by School Superintendent Charles Prosser, photographer Alex Heimberger, attorney John Weathers and by T. E. Crawford.

Designed to provide education, inspiration and relaxation, the Chautauqua acquired its first big-name speaker on opening day — August 5, 1904 — when William Jennings Bryan mounted the platform and held the huge crowd spellbound. Held every summer for two weeks at Glenwood Park, the Chautauqua brought to New Albany an amazing variety of lecturers, entertainers and new ideas.

Some of New Albany's first movies were shown at the Chautauqua and many a local youngster discovered his first ice cream cone there. The lecturers through the years included such names as "Billy" Sunday, James Whitcomb Riley, "Champ" Clark of Missouri, Robert LaFollette of Wisconsin, Eugene V. Debs of Terre Haute, perennial candidate for president of the United States on the Socialist ticket; Leonardo Taft, the famous sculptor, and Maude Bullington Booth, daughter of General Booth, founder of the Salvation Army.

Entertainment in a lighter vein included Sousa's Band, a product of Longfellow's "Hiawatha" by a troupe of fullblooded Indians, and illustrated travel lectures. Many families rented tents at the park during Chautauqua and lived on the grounds for the full two weeks.

Most Chautauqua events were held in a huge tent which seated 4,000 and one of the most exciting events occurred in 1911 when a high wind toppled the tent over on a full house of startled patrons, but fortunately none was injured seriously.

Current topics of the day were a favorite subject of debate from the Chautauqua platform and during the time Prohibition was being proposed, "Champ" Clark debated the issue with Charles Landis, a leading "dry". Before the debate was over, tempers grew quite hot and many listeners were expecting a platform brawl between Clark and Landis, but Chautauqua officials managed to calm down the two debaters.

Glenwood Park also was the scene of other important events. Pageants written and directed by Charles B. McLinn were held at Glenwood Park at the time Indiana celebrated its 100th birthday in 1916. Attendance at these pageants numbered in the thousands and one estimate of the 1916 pageant placed the number of spectators at 30,000. During World War I a number of patriotic pa-

geants were presented at Glenwood, but with the end of the war the park started to decline.

Chautauqua ceased in 1916, although an unsuccessful attempt was made in 1922 to revive them, but William Jennings Bryan didn't attract the crowds anymore. Now and again special events were held at the park. As late as 1927 a Water Carnival was held as part of a fund-raising drive for Silvercrest Sanitorium, but Glenwood Park seemed to have no place in an age of radio, movies and automobiles. It continued with decreasing patronage until about 1935, then stood empty and desolate until finally within the past few years it became a residential area with only the street name of Glenwood to give any indication of what once had been.

Historical Series XIX

RENO BROTHERS

Frogs croaked dismally in the swamp as the night train from Jeffersonville clanked to a stop at the watertank at Marshfield, a few miles south of Crothersville. The air was balmy with the feel of spring, but that May night in 1868 was dark as engineer George Fletcher swung down from the locomotive cab to oil the bearings. Suddenly from the darkness a voice commanded, "We are going to run this train." The Marshfield robbery, America's first big train holdup, was underway.

At Seymour on the night of May 22, 1868, the south-bound train from Indianapolis to Jeffersonville waited at the depot while passengers fretted at the delay. The train had been waiting in the sidetrack an hour for the northbound train to pass. The missing train had left Jeffersonville on time, but no more had been heard of it. Then suddenly the telegrapher sounder started a staccato message as the Crothersville operator with trembling fingers ticked out the incredible story.

Desperadoes had overpowered the engine crew at Marshfield, uncoupled the Adams Express car containing nearly \$100,000 in cash and Government bonds, and boarding the locomotive had whisked the express car away, leaving the rest of the train and passengers stranded. The conductor had been wounded in an exchange of shots as the bandits made off, and the express messenger had been tossed from the speeding train when he refused to open the safe. The locomotive and car, with the safe blown open, were found abandoned near Crothersville.

The Marshfield robbery was probably the biggest ever staged in the United States up to that time. But it was only the climax to a series of sinister events which

had plagued the area around Seymour ever since the close of the Civil War. Murder and robbery were common, and late in 1866 a train had been held up east of Seymour, the first train robbery in the United States, and an example which the notorious Jesse James and his brothers were to follow in a few years.

Everybody in Jackson County knew who was responsible for the lawless deeds, but no one seemed able to stop them. Anyone who testified in court was likely to have his farm buildings burned, or even lose his own life.

So matters stood when the train was robbed at Marshfield. But the Adams Express Company was not going to stand idly by in this situation. Soon Alan Pinkerton, the most famous private detective of the day was in Jackson County, hired by the express company to get air-tight evidence against the Reno Brothers, ring leaders of the band of outlaws.

There were six Reno children, five boys and a girl. Four of the boys, John, Frank, Simeon and William, and the girl, Laura, were of the same hard, reckless type. Laura could shoot and ride as well as her brothers. The fifth boy, Clint, was known as "Honest" Reno, because he was so different from his brothers.

Shortly after Pinkerton started his investigation one of the missing Government bonds turned up in Syracuse, N.Y. With this clue, Pinkerton was able to track the Renos to their hiding place in Canada across from Detroit. Frank Reno and Charles Anderson, a member of the gang, were arrested there but authorities decided they shouldn't be jailed in Jackson County. A Vigilance Committee had been formed to rid the county of the outlaws and rumors were that plans had been made to lynch Reno and Anderson. So the two were brought to New Albany and placed in jail here for safekeeping—the same jail which still stands at Spring and State Streets.

Simeon and William Reno had left Canada before their accomplices were arrested and had come back to Jackson County to plan another train robbery. This time their plans were discovered and a trap was laid. The two Renos escaped but six other gang members were caught a short time later and the Vigilance Committee had soon strung up all six from a handy tree—"Hangman's Tree", as it soon became known. Simeon and William Reno, deciding that Jackson County was becoming a little too risky, started back for Canada but were recognized and arrested in Indianapolis by an alert police officer who had seen the posters offering \$25,000 reward. These two Renos also were brought to New Albany for safety.

Even though they were behind bars, the Renos continued to act sarcastic and confident. They boasted openly of their exploits and tried to bribe newly-elected Sheriff Thomas Fullenlove into permitting them to escape in return for information on the hiding places of their loot. They apparently were confident that even if they went to trial they would not be convicted.

The Jackson County Vigilance Committee seemed to think the same thing, and so the stage was set for one of the most lurid episodes in New Albany history.

It started on the night of December 11, 1868 at the Seymour depot. As the southbound night train—the same one which had waited in vain seven months earlier for the northbound train—as that southbound train left Seymour it carried many more passengers than usual, perhaps as many as 60 more. When the train arrived at Jeffersonville, the last Dinky train for New Albany was waiting for it, and on the rear was an unlighted empty coach. The coach remained unlighted but it soon was full of men—men who began unlimbering four coils of rope, each with a noose at the end. The little train arrived at New Albany about 2:30 in the morning, and the passengers in the rear coach emerged and filed silently up Pearl Street, each man's face covered with a red flannel mask. They converged noiselessly on the jail and rapped on the door. Jailer Luther Whitten, thinking the police were bringing in another drunk ambled over and opened the door, only to find himself surrounded by masked armed men who demanded the cell keys. Whitten said the Sheriff had them, and a number of the vigilantes burst in the sheriff's bedroom, shook him awake and demanded the keys. Fullenlove knew instantly they were the Vigilantes and dashed to a window to sound the alarm, but a bullet through his shoulder and several pair of rough arms halted him. His frightened wife handed over the keys, and the mob surged into the cell block.

In 20 minutes it was all over. Four lifeless bodies hung from the jail catwalk while the other prisoners cowered for fear of their lives. The Renos had struggled violently against the mob, but they were no match for the crowd of Vigilantes.

Then, as silently as they had come, the masked men disappeared. The waiting train took them back as far as the old Prison South, now the Colgate-Palmolive Plant. There, with their masks removed, the Vigilantes climbed off and strolled over to the Jeffersonville Depot on Court Avenue and casually boarded the morning train. The conductor that morning was Americus Whedon, who had been the conductor of the train which was robbed at Marshfield.

Whedon later testified he noticed nothing unusual about the passengers on his train that morning. It was true, he said, that he stopped his train south of Seymour, but that was because of mechanical trouble. If any passengers left the train at the unscheduled stop he didn't see them because he was busy repairing the difficulty.

All attempts to identify the Vigilantes failed. Not only Whedon, but all the other trainmen, developed lapses of memory. They couldn't seem to recall anything that happened on December 11 and 12. The lynchings attracted nationwide attention. Even Horace Greely commented in the *New York Tribune* and said it wouldn't have occurred if people had trusted the courts.

So ended the story of the Renos. But among the many yet unanswered questions, one has interested many treasure-seekers. Is the Reno loot still hidden somewhere in the Southern Indiana hills, and if so, where?

Historical Series XX

PLACE NAMES

Have you ever heard of Sherley Knob? It was a name well-known to Floyd County residents 120 years ago—the location of a tavern operated by John Sherley along old Vincennes Road. Today we call it Grandview. It is one of the many place names in Floyd County which have changed through the years. Many other names have remained the same for a century and more. The story of some places names—past and present—is the topic of today's Historical Series.

It is easy to trace the origin of many place names in New Albany and Floyd County, but the exact origin of many others have been lost in the passing years, leaving only legends to account for the name and the legends are often wrong.

Sometimes not even legends are left—as is the case of Franklin Township. It was formed in 1819 shortly after Floyd County itself came into being, but the Commissioner's records of the time give no clue as to why the name was chosen . . . simply that the township was to be called Franklin. The best guess would be that it was named for Benjamin Franklin, but there seems no way to prove it.

In the case of the other four townships, the origin of the names is obvious. Three were named for towns located within them—New Albany, Georgetown and Greenville. Lafayette Township was named for the French patriot who was such a help to the American colonies during the Revolution. The name was especially

appropriate because of the many French settlers in that area.

The oldest name in the county and one that has never changed is Silver Creek. A map made in 1784 shows Silver Creek by that name. Earlier maps showed the stream, but with no name, so that we may assume it was named about the time the first settlers arrived in Clarksville and the Clark Land Grant. Why was it named Silver Creek? We have only hazy tradition handed down through the years that the Indians called it Silver Creek because of a silver mine near it.

The Clark Grant has given a name to a road in Floyd County, the Grant Line Road which follows almost exactly the western line of the Clark Grant.

Two other roads which have names dating back to the beginnings of settlement here are Gutford Road, recently changed to Old Ford Road, and Garrettson Lane. The Gut Ford was a crossing or fording place in Silver Creek, the point where the buffalo had crossed and the only place where early settlers could take wagons across the creek. The inclines or gullies in the steep banks on each side were just wide enough for a wagon. These gullies were called guts, a word which has passed out of use. Thus the name Gut Ford, and the road which led to it, was called the Gutford Road.

This road existed before New Albany was founded and went north of the present city approximately along Daisy Lane and then up the Knobs near where Highway 150 is today. When the County was formed Jacob Garrettson, Jr., who owned land in the area, was named supervisor of the road from Gut Ford to the top of the Knobs. The road soon became known as Garrettson Lane. Only a short stretch remains today, extending from Charlestown Road to Slate Run Road. Slate Run is another old Floyd County Road and takes its name from the creek by that name, which gets its name from the slate rock in the bed of the stream.

The name of Lone Star for the area around the junction of Slate Run and Charlestown Roads dates back to about 1850 when Capt. William L. Sanderson returned from the Mexican War and renamed his father's tavern "Lone Star" for the State of Texas. The area was also known as Graysville for a blacksmith named Gray who built a shop there about 1830. The old Lone Star Tavern, which became a grocery during Prohibition days, was torn down only a few years ago to make way for an ice cream drive-in stand.

The Budd Road is another old name in Floyd County, dating back to about 1815, when it was cut through by Col. Gilbert Budd, a Virginian and veteran of the War of 1812 who settled in Franklin Township.

Within New Albany itself the early influence of New

Orleans through the river traffic is still evident in Chartres Street and in Poydras and Corti, two now-vanished streets in Lower Albany. All three were named for famous New Orleans thoroughfares.

Dewey Heights, near the K & I Bridge, received its name from Charles Dewey, one of Indiana's most able lawyers of a century ago and one of the developers of the height as a residential area. Charles Dewey was the grandfather of Admiral Dewey who won fame at Manila Bay during the Spanish-American War. Before the name Dewey Heights was given to the area a century ago, it was known as Conner Hill because of the huge Conner family mansion which stood alone on the rise and which still stands at the corner of Dewey and Vincennes, high above the roadway.

Turning again to the County, the name Mount Tabor dates from 1836 when New Albany Presbyterians acquired ground at the site for a camp meeting area and named it for the place where Christ was transfigured.

Edwardsville, which came into being in 1853, was named for Henry H. Edwards who owned the land and founded the town. Greenville, one of the oldest towns in Floyd County, is said to have been named for the Green family from South Carolina who settled in the area before the founding of the town in 1816.

Most Floyd County roads take their name from the towns they reach or the families whose farm they pass. Among the exceptions is Brush College Road which was named for an old elementary school in the woods which was jocularly known as Brush College.

One place which should be the easiest to trace, and yet is one of the most difficult, is the name of the County itself. The conflicting stories of how Floyd County got its name will be the subject of next Sunday's historical program.

Historical Series XXI

THE NAMING OF FLOYD COUNTY

In January, 1819, a new Indiana county came into being by vote of the legislature in session at Corydon, at that time the state capital. The new county was christened Floyd, and New Albany was designated as the seat of county government. On these facts the record is clear. But the reason for the selection of the name Floyd is not so clear — in fact, there have been differences of opinion for at least a century on the origin of the name. The story of that dispute and the two theories of the naming of the county are the subject of today's program.

For which Floyd was Floyd County named — Col. John

Floyd or Major Davis Floyd? That is the essence of the dispute on the origin of the county's name. There is no doubt that it was named for one or the other, but conflicting claims have been made through the years as to which Floyd was honored when the County was named.

Col. John Floyd was a Virginian who settled near Louisville with his family and relatives in 1779. He was a friend of Daniel Boone and George Rogers Clark and his wife was a niece of Col. William Preston, a distinguished early Kentuckian. John Floyd had been in Kentucky before the Revolutionary War as a surveyor and had helped erect the pioneer fort at Boonsboro. Both a son and grandson of John Floyd later served as governors of Virginia. Floyd's Fork of Beargrass Creek takes its name from Floyd's Station, the location of the Floyd County settlement near the present site of St. Matthews.

During the American Revolution John Floyd commanded a privateer, a ship preying on British shipping in the West Indies. He had been captured and imprisoned in England, and had managed to escape and make his way to Paris, where Benjamin Franklin, American envoy to the French Court, arranged for his return home. It was upon his return that he came to the Louisville area to settle permanently.

When Jefferson County was formed in 1780, he was appointed county lieutenant in charge of the militia and later was made colonel. When the infant town of Louisville received a Virginia charter in the same year, Floyd was named to the first board of town trustees. He participated in expeditions against the Indians in Ohio and then, ironically, met his death in an Indian ambush in Bulleitt County. Old legends say he was killed in what is now Shawnee Park across the river from New Albany, but legend, which has a way of often distorting facts, has the wrong location. Actually, he was killed near the present town of Shepardsville in Bulleitt County near the Jefferson County line. His death occurred in 1783, only four years after he settled in Kentucky and when he was about 33 years of age. He was an important early dweller in the Louisville area, but appears to have had no direct connection with affairs in Indiana.

A member of the Floyd family was killed in the Shawnee Park area, however—Isham Floyd, nephew of Col. John Floyd and brother of the other contender for the honor of the County's naming . . . Davis Floyd.

Davis Floyd, nephew of Col. John Floyd, had come to Kentucky with the rest of the Floyd clan in 1779 when he was a youngster of 10 or 11. He grew up along the banks of Floyd's Fork, probably gained his title of Major in the Kentucky militia, married a Louisville girl, and in 1891 moved to Clarksville to seek his future in the new Indiana Territory. For the next 27 years he was closely connected

with affairs on the Indiana side of the river.

He was one of the founders of Jeffersonville in 1802; made a name for himself in local politics, and when the first of many companies to build an Indiana canal around the Falls was organized in 1805, all of the promoters except two were outsiders. Those two were George Rogers Clark and Davis Floyd.

This was an ill-fated venture for Floyd for the chief canal promoter was Aaron Burr, even then laying the groundwork for his grandiose scheme to wrest Texas from the Spanish dominions and set up a huge empire in the southwest. Soon Floyd was Burr's local agent in this scheme, collecting men and material. As part of this work he had two large flatboats built to join the Burr flotilla as it came down the Ohio. These boats were constructed on Silver Creek near the Gut Ford. When Burr's scheme collapsed, Floyd was arrested along with a number of others. But when he was found guilty in Clark Circuit Court of high misdemeanor, his sentence was most unusual—three hours imprisonment and a fine of \$10. Almost immediately afterwards—in August, 1807—he was elected by the Territorial Legislature at Vincennes as its Clerk. By 1814 he was private secretary to Territorial Governor John Gibson, and he was a Clark County delegate to the Indiana Constitutional Convention in 1816—the convention that met in Corydon under the shade of a huge elm tree to frame a constitution for the new state.

He also aided in organizing at Corydon the Indiana Grand Lodge of Masons, and was grand secretary for many years.

When New Albany citizens were pressing in 1818 for the formation of a new county to be carved from Clark, Davis Floyd was with the local delegation, even though he lived in Charlestown, and when the new county was formed, he was appointed the first judge of Floyd Circuit Court. He lived here until 1828 when President Andrew Jackson named him land commissioner for the Territory of Florida, and he spent the rest of his life in the Tallahassee area.

These are the two contenders. For which Floyd was Floyd County named—Col. John Floyd or Major Davis Floyd?

Historical Series XXII

THE IRISH INFLUENCE

Today is the 1,570th anniversary of the birth of St. Patrick, patron saint of the Emerald Isle and of the thousands of Irish who have spread from that small spot on the globe to all parts of the world. Most of those Irish emigrants

came to the United States and New Albany received its share all during the years of the Nineteenth Century. The story of the Irish and their influence on New Albany and Floyd County is the topic of this St. Patrick's Day look into the history of our community.

The famous old Silver Band, New Albany's leading musical organization for many years during the last century, probably didn't need to read the notes when it played "St. Patrick's Day In The Morning". That piece of music, dear to the hearts of New Albany's Irish citizens, was in constant demand.

At Democratic election rallies it was always on the program for the Irish were stalwarts of the party. On St. Patrick's Day the Irish staged yearly parades and the Silver Band was always in the line of march playing "St. Patrick's Day In The Morning". And whenever the Irish gathered at festive occasions throughout the year, the Silver Band was likely to liven the proceedings with the strains of the familiar music that brought a swell of pride to Irish hearts.

Though in later years most Irish newcomers to this area settled in New Albany, the first Irish settled in the county in the St. Mary's neighborhood where they took up farming. It was the Irish who established St. Mary's Church, the first Catholic Church in Floyd County. The first of the Irish to come to the county seems to have been Thomas Piers in 1817 or earlier. Soon he was followed by the Duffys, McCutchens, Emmons, Byrnes, Daileys, Colemans and many others.

The Irish in New Albany began to reach significant numbers in the middle 1830's when the mammoth Internal Improvement program was launched by Indiana. Though this plan to build railroads, canals and highways in all parts of the state ended in financial disaster, it served as a stimulus in attracting large numbers of Irish who sought work in building these improvements. A booklet of advice to Irish immigrants published about 1837 recommended eight Indiana cities with job opportunities. One of the eight was New Albany.

They came as laborers on the road to Vincennes and other projects and rose to respected positions in the community. Another wave of Irish newcomers followed the "Potato Famine" of 1848 in Ireland. The Monon Railroad, being built, attracted many to New Albany. The census of 1870 showed over 600 local residents who were natives of Ireland, and second-generation Irish swelled the total even more.

The St. Patrick's Day parades, first held in New Albany about 1870, were always the high point of the year for the local Irish residents. Sometimes there were as many as 2,000 marchers, including delegations from Jefferson-

ville and Louisville and representation from New Albany's German organizations.

The green flag of Ireland and the American flag were carried proudly at the head of the parade, along with the harp of Erin, and the marchers wore shamrocks. The Silver Band and St. Patrick's Brass Band provided stirring Irish music.

The parades followed a special St. Patrick's Day Mass at Holy Trinity Church and were organized by St. Patrick's Benevolent Society, a local Irish group which shared quarters with the local chapter of the Ancient Order of Hibernians at 616 East Market Street.

The area around East 4th to about East 10th Streets contained the greatest concentration of New Albany's Irish and the area north of the Monon Railroad yards was known for many years as Limerick Hill.

With the passage of the years, third and fourth generation Irish dropped many of the customs and distinctive institutions which the natives of the "Ould Sod" had brought with them. St. Patrick's Day parades continued on a dwindling scale until about 1920 when they disappeared from the city scene. The Ancient Order of Hibernians disbanded about the same time and St. Patrick's Benevolent Society had vanished earlier — about 1910.

But the Irish names in the New Albany city directory attest to the Irish influence here, and there's a New Albany hen which still believes in the old tradition. Appropriately named Patty, the hen lays green eggs. Owner John Hubbuch has received a scientific explanation of the phenomenon from Purdue University, but Col. Jack Reilly, who invited Patty to have a place of honor in today's St. Patrick's Day parade in Chicago, had a different explanation.

With an Irish twinkle in his eye, Reilly says Patty is the last descendent of the famous hens which laid green eggs in Ireland and escaped from the halls of Blarney Castle generations ago.

Historical Series XXIII

THE TORNADO

Forty years ago today New Albany was a stunned, stricken city. Less than 24 hours earlier death and destruction had whirled suddenly and unexpectedly from the sky. At 3:07 p.m. on that March 23, 1917, New Albany went about its business as usual, thinking probably of the war in Europe that soon was to involve the United States. At 3:08 ugly greenish-black clouds and tornado winds dropped into the city from over the Knobs. Within seconds, hundreds of homes were reduced to wreckage and the final death toll reached 45.

"Where peaceful, happy homes were and merry children played in carefree glee and where industry was wont to ply its busy wheels, today all is death and destruction and silence." So reported the New Albany Ledger on March 24, 1917, the day after the tornado struck the city. "Today," the Ledger continued, "New Albany is plunged in mourning for its dead, prayers for its injured, and compassion for its suffering."

The West Union neighborhood had been the first area of the city hit by the swirling winds. Cherry, Ealy, State and Pearl Streets were a jumble of twisted wreckage. At the Oldham School rescue workers brought out one by one the bodies of youngsters who had been in class when the wind had suddenly transformed the building into a heap of bricks. On Ealy Street eleven bodies were found in the rubble of four adjoining houses.

From West Union the wind had jumped to the Kahler woodworking plant at the junction of Grantline and Charlestown Roads. The plant was flattened and a day later a desk from the factory was found twenty-five miles up the Ohio River on the Kentucky side, with its contents intact. The Rasmussen greenhouses on Vincennes Street were almost totally destroyed.

The wind whirled along Charlestown Road leveling everything in its path. The huge DePauw mansion was wrecked and twenty-six homes in one block near South Street were wiped out. Then the tornado lifted and vanished into the northeast. It had crossed New Albany in a matter of minutes, leaving bodies, scores of persons trapped in wreckage, 3,000 homeless and property damage estimated at two million dollars.

So sudden had been the wind that downtown New Albany was completely unaware of the catastrophe until distraught survivors rushed down State Street with the news. The city's fire and police departments, aided by private citizens, organized rescue operations immediately, but were hampered by driving rain which followed the wind. Help was dispatched from Jeffersonville and Louisville and crews worked desperately through the night to pull the injured from the wreckage. They worked by flaring kerosene torches since all street lights in the city had been put out of operation by the storm. At St. Edwards Hospital, doctors and nurses worked through a sleepless night to administer emergency care to the casualties who overflowed into corridors after every room was filled. At the city's funeral homes a grimmer scene was enacted as still, white-sheeted bodies were placed row on row.

Mayor Robert W. Morris issued a call for formation of a citizens relief committee and help came from other sources, too. The Red Cross soon had seventy trained workers in New Albany; Indiana National Guardsmen,

still tanned from Mexican border service against the bandit army of Pancho Villa, patrolled the devastated area; Louisville contributed \$20,000 to the relief fund, and \$10,000 came from St. Louis. Other cities and organizations from all parts of the nation offered aid.

Many of the homeless were taken in by their more fortunate fellow citizens, but others attempted to return to their ruined dwelling until the rain and cold compelled them to seek shelter elsewhere. Trusted inmates of the Jeffersonville Reformatory did yeoman service in clean-up operations and other Reformatory prisoners took up a voluntary collection among themselves to help the tornado victims.

Gradually, through its own efforts and generous aid from the outside, the city returned to normal. Rebuilding operations were spurred by New Albany banks which pooled their resources to make \$100,000 available in long-term low-interest loans to those whose businesses and homes had been damaged or destroyed. Before long, all traces of destruction had vanished and the tornado became only a topic for reminiscence.

But one monument remains today from that catastrophe. As an aftermath of the tornado the New Albany Chapter of the American Red Cross was organized and observes this year its 40th anniversary—an agency for good born from a tornado that ranks among the most disastrous in American history.

Historical Series XIV

STORY OF SILVER HILLS

Silver Hill, rising majestically at the western end of New Albany, has always been a place apart from the city itself. In the earliest days it was the favorite haunt of adventurous youngsters and picnicking families, a shade-carpeted woodland dotted here and there with orchards and farm houses. Later, after the Civil War, the sound of hammer and saw echoed frequently along its quiet lanes as country homes were erected by New Albany residents seeking a retreat from the bustle of the industrial age that had come to the city. And then, in the early 1890's, a real estate boom developed that transformed Silver Hill into the residential area of today—now within the city limits—but still a place apart.

Geographically, Silver Hill is the southernmost tip of the range of hills extending far to the north—a range of hills christened Knobs by early Virginia and Kentucky settlers who brought the name with them from their native state. The term Silver Hills was not often used in

the early days, and when it was used, it referred to the entire range of the Knobs. That tip of the Knobs which today is called Silver Hill and Crestview was originally called Caney Knob from the abundance of cane which grew on its steep slopes.

It was not until 1892 that the name Silver Hill was applied only to the tip of the Knobs. In that year a subdivision project was begun and the promoters, casting about for an attractive name, decided upon the little-used term, Silver Hills.

How and why the name Silver Hills was applied to the Knobs is an unanswered question, but the earliest printed reference — in 1808 — uses the name Silver Creek Hills, suggesting that they were named from the creek which had received its name as early as 1784. Other explanations of the name say it came from the silver poplars on the Knob or from the silvery haze which often hangs low over the hills.

Though there may be disagreement as to the origin of the name, there has never been disagreement on the beauty of the hills. They have been praised by John James Audubon, the famous naturalist; Carl Schurz, the German immigrant, author and statesman; a long list of travelers and visitors to New Albany, and by those who have chosen to build their homes there.

The modern history of Silver Hill begins with the formation of the Silver Hills Land Company in 1892 and the construction of the old scenic electric line to the top of the hill. The construction of the electric railway made the hilltop easily accessible and resulted in the construction of homes on all parts of the hill. Earlier attempts to subdivide the hill had failed because of the lack of transportation. One of the earliest attempts was made in the early 1850's by New Albany's pioneer doctor, Ashahel Clapp, who laid out the Knobs Plat at the top of Cherry Street, then waited in vain for the boom.

The New Albany City Council expected a boom, too. It authorized building Cherry Street westward from State, then proceeded to annex the whole hill. Some 20 years later the still mostly rural area was quietly excluded from the city limits.

But with the building of the electric railway and the simultaneous extension of electric lights, development of the hill was rapid. New residents flocked in; Oakwood Recreation Park at the end of the car line attracted patrons, many of whom came from Louisville for the scenic ride; the Silver Hills Camp Grounds was opened as a place for yearly religious meetings, and the Highland Club was organized and built a clubhouse.

Soon the New Albany Waterworks, which had been opened in a quiet spot on the hill in 1876, was surrounded by the new suburban development. But there were still

open areas and a favorite Sunday entertainment for many New Albany families was to ride the open summer cars up the hill and hunt nuts in the wooded patches.

In their Sunday strolls they might have wandered over into what is now Crestview to see Orlo Heights, a hotel built in the early 1880's as a resort from the summer heat of the city. Many families spent the entire summer at Orlo Heights before changing taste in entertainment pushed such quiet diversions into the discard. Orlo Heights, long unused, burned to the ground in a spectacular fire one October night in 1921.

And the Sunday visitors might have traced the path of the old wagon road which ascended the western slope of the hill from Corydon Pike to the Camp meeting ground. It was difficult to find since it had never been graded and, in fact, officially it did not exist. But wagon drivers who wanted to avoid paying toll at Corydon Pike tollhouse knew they could wind up the hillside and go down Cherry Street and completely avoid the toll gate. Now a new road cuts straight down the hill where the wagon teams made their tortuous zig-zag way up the slope.

Today Silver Hill is a blend of tradition and change. Incorporated now into New Albany, it retains a strong community pride that is proud of past tradition, yet looks forward to progress in partnership with the whole urban area. And still it is Silver Hill — a place apart.

Historical Series XXV

AS OTHERS SEE US

"Would some power the gift give us, To see ourselves as others see us." So wrote the beloved Scotch poet Robert Burns. We can see New Albany as others have seen it. Through the years travelers and visitors have left their impressions of the city — some flattering, some not so flattering. Today we will explore those records to see ourselves as we have looked to others.

In 1817, when New Albany was only four years old, the struggling village received its first mention in a book of travel. The author, a man named Palmer, wasted no words. "New Albany has been puffed through the Union," he wrote, describing the advertising the Scribner brothers had placed throughout the country, but added that the town had "not yet realized the expectations of the proprietors."

The next year the Rev. Isaac Reed, New Albany's first Presbyterian minister, looked about his new location, then wrote a letter to a friend. "New Albany," he said, "is now rude in appearance and has few good

houses, but it is fast improving." In 1819 Richard Lee Mason came through town, but wasn't impressed. He used only thirteen words for his description . . . "Passed through New Albany, a little village inhabited by tavern-keepers and mechanics."

Had Mr. Mason stopped at one of those taverns he might have found more to write about, for later that year an English traveler wrote, "I crossed the Ohio at Portland and landed at New Albany, a rising young village, to breakfast, where for the first time in America I found fine, sweet, white home-baked bread."

The taverns also impressed William Corbett, an 1828 traveler who stopped at Jenkins' Tavern and wrote that it was "the best tavern we have found in Indiana, that at Harmony excepted." Indications that the town was growing are found in the account of another 1828 visitor, an Austrian, who recorded that he found "a great deal of activity."

It was not until 1840, when New Albany was the largest city in Indiana, that a visitor wrote at any length on his impressions. He was John Parsons of Virginia who was delighted with the city.

"I had known when I stood on the Knobs and I looked over the country that I should love New Albany," he wrote home. "Even there, I felt its charm; how much more as we drove over its broad streets and drew up before Hale's Tavern, one of the best taverns, the driver had already informed me, west of the Allegehany Mountains."

Steamboat building was then New Albany's big business and Parsons wrote that it was this "and the fact that the city is a headquarters for river men that give it so different an atmosphere from other cities I have visited, for there is a constant stream of merchandise from New Orleans and in many respects its atmosphere is that of a southern city."

The Civil War dealt a death blow to the old river traffic and New Albany began to take on the look of a factory town, but still retained much of its earlier atmosphere. In 1876 a letter appeared in a Rochester, New York newspaper written by a Rochester couple who had moved to New Albany the year before. They tell us how the city looked to others then.

"New Albany is an old town," they wrote, "venerable in years compared to Rochester . . . but for the large manufactories located here—the famous glass works, largest in the United States, a woolen mill, iron mills and hickory mills, every tall chimney belching forth clouds of coal smoke that blackens everything, New Albany would be nothing more than a suburban retreat. Its business streets are tranquilizing, even on market day. . . . One or two millionaires reside here and there are many

fine residences with well-kept grounds. . . . It is badly paved, sparsely shaded . . . goats, cows, geese and even mules have the freedom of the public streets. It is nothing remarkable to see a goat basking on a sunny doorstep or to have the pigs obstruct your promenade."

But the Rochester couple found one thing to their liking. "The Knobs are the redeeming feature," they wrote. "Scarcely a week has passed that we have not pulled up some of their rough roads to pant out our undying admiration of the landscape scene."

A few years later a roving correspondent of the Chicago Times visited New Albany and wrote with malicious humor his impressions. "New Albany is noted principally for her extensive manufacturing establishments. Every other man you meet carries a basket and is searching for the glass works. . . . In many respects New Albany is a big country village with city clothes on. Everybody knows everybody, and everybody goes to the circus."

And what of today? How do we look to others now? When New Albany climbed a step up the ladder of city rank by its recent annexation, Louisville newspapers took a wistful look across the river, pointed to the spirit of progress the move reflected, and held New Albany up as a shining example to Louisville and its suburbs.

And in a near-future issue of the Saturday Evening Post, we'll get another chance to see ourselves as others see us in an article on the problems of suburban development that cities face today. Advance reports indicate that New Albany will again be "puffed through the Union."

Historical Series XXVI

NEW ALBANY'S OLDEST BUSINESSES

A century is a long span for an independent or family-owned business to continue, yet New Albany today can boast at least five businesses which date back more than a hundred years. The story of the first business enterprises and the oldest ones still operating are the subject of today's historical program.

Business enterprise in New Albany actually began before there was a New Albany. Mrs. Robinson's tavern and Josiah Trueblood's mill on Falling Run Creek near the present Pearl Street bridge were in operation several years before the three Scribner brothers founded the town in 1813.

But once the foundations of the future city were laid and newcomers began arriving to seek their future in the infant village, business enterprise began in earnest.

Just what business was established first is unknown,

but very likely it was the cobbler shop of Henry Bogert who came over from Louisville to set up business about 1814 and fashion boots and shoes to order in the days before the ready-made product.

The first business establishment of any size seems to have been founded by Paxson and Eastburn in 1817. These two pioneer merchants came from Pennsylvania in 1817 and established a kind of general store, handling all sorts of merchandise. The store was on the southwest corner of Pearl and Main in the first brick building erected here. Like all of New Albany's early enterprises, Paxson & Eastburn did most of their business by barter, exchanging goods for furs, pelts, and farm products, including farm-produced whiskey.

The perishable products were sold to the townspeople, the rest taken to New Orleans once or twice a year by flatboat and exchanged for more merchandise for the store. The profit depended on the shrewdness of the trading. By 1819 five general merchandise establishments of this type were operating in New Albany.

The first business specializations in the little town were in the lines of drugs, leather, meat and furniture. The town's first druggist was Ashahel Clapp, who also has a claim to fame as its first doctor. George Barclay, by 1820, was specializing in harness and leather goods of all kinds. And Levi Cobb, who set up business about 1825, was probably the first furniture dealer. Isaac Brooks and William Humphreys opened a hat shop about 1820. Those were the days when hats, like shoes, were made to order.

As New Albany grew and prospered, the old general stores gradually disappeared, swamped by the newer stores offering a wider variety of a particular product. Wholesale merchandising became an important business in New Albany, too, in the years before the Civil War. Strategically situated on the Ohio River, New Albany wholesalers supplied cross-roads and small town stores in a large slice of Southern Indiana.

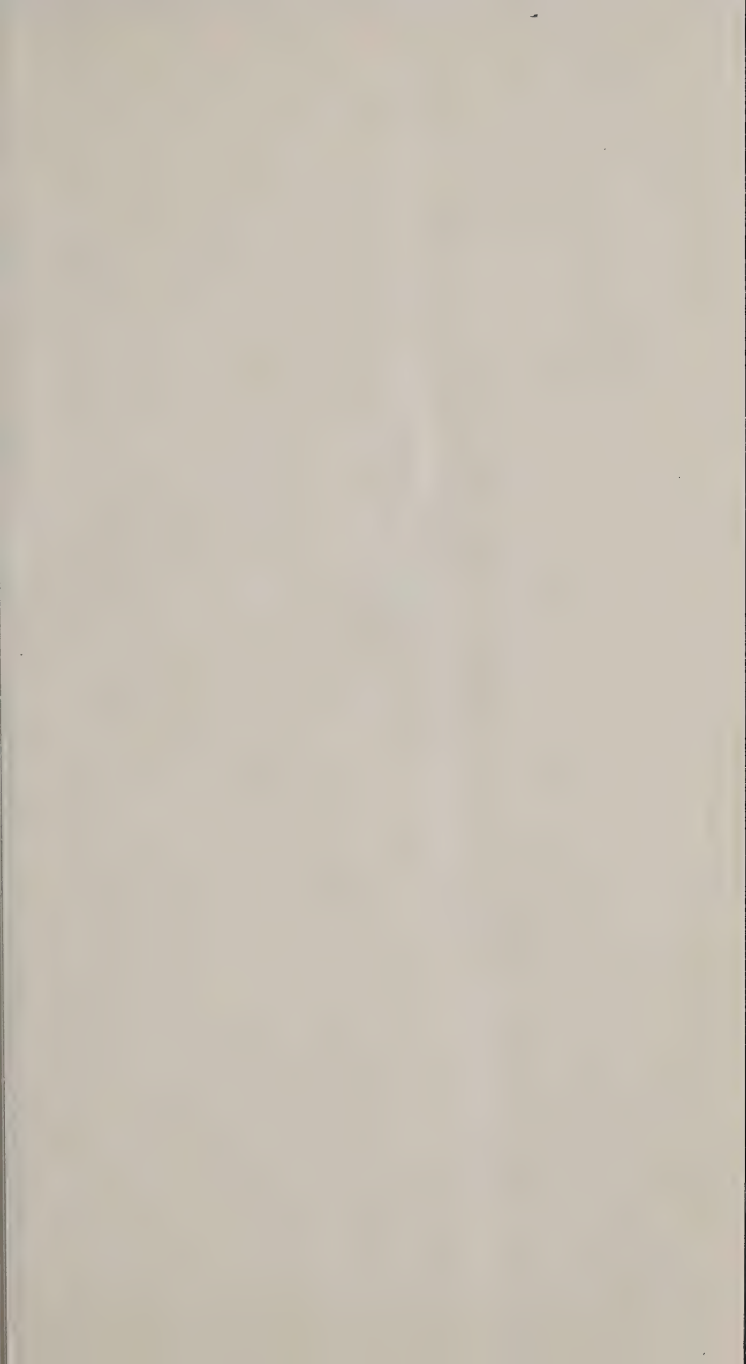
Let's take a look at New Albany and some of its business enterprises 100 years ago in 1857.

William A. Scribner operated the State Street Drug Store. Peter Stoy was in the hardware business. C. W. Salter and Alfred Cox both sold shoes, ready-made by now. Ready-made clothing was still regarded with suspicion and A. W. Bentley, the tailor, had a booming business. Some types of these century-ago enterprises are in the limbo of forgotten thing. There was Tom Williams Livery Stable and D. C. Axline, the coach maker, and Valentine Graf, who specialized in saddles, harness and coach trimmings.

And in the list are five firms still in operation today — the Shrader and the Kraft Funeral Homes; the law firm of Johnathan D. Kelso, now continued by Robert A. Kelso and his son Robert R. Kelso; the law firm of Stotsenburg & Brown, now continued by John Cody; and David Goerlitz, tobaccanist, now the Kaiser Tobacco Shop.

Enterprises which have a history of 50 years or more are numerous. Some of them are the New Albany Business College; New Albany Steam Laundry; Bir Lumber Company; Louis Hartman & Sons, grain and feed dealers; John Morgan, the tailor; Stein's Shoe Store; the Grand Theatre; Owens Drug Store; Bettinger Coal Company; the White House; E. T. Slider Company; Rhodes-Burford, furniture; Tavern Hotel, New Albany Tribune, J. O. Endris & Sons, jewelers; and the Rockenbach Wholesale Drug Company, now operated by John T. Vie.

One hundred or even fifty years is a long time to be in business, but the longest business history record in New Albany is held by the Kaiser Tobacco Shop. This enterprise has been known by its present name since 1866, but it is actually much older — dating back to 1832 — 125 years ago — a pioneer enterprise still doing business today.



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Historical Series I

MOUND BUILDERS

The time was some 5,000 years ago. The scene — probably Central America. A Mayan Indian woman had just discovered a wild grass with seeds which could be used for food. She had discovered the plant which centuries of cultivation and cross-breeding would change into corn — the corn that would make the Mayan civilization possible — the corn that would set the stage for a civilization in the Ohio River Valley. The remains of that civilization posed a mysterious puzzle to the pioneers of Clark, Floyd and Harrison Counties, and to settlers all up and down the river. . . .

When the first settlers moved into the Northwest Territory 150 years ago and more, they discovered mysterious mounds of earth dotting Ohio, Indiana and Illinois. Some of these mounds were as high as 70 feet . . . others were so low they were hardly noticed. Inside the mounds were found human remains along with beautiful pottery, jewelry and carvings, and other objects of a long-vanished civilization.

Most of the mounds were found along the Ohio River, and there were few settlers in the part of Southern Indiana who did not find one of these low-made hills on their newly-claimed property. At the mouth of Fourteen Mile Creek was discovered the ruins of a huge stone fort overlooking the river. Through Clark County, and in the knobs and bottom lands of Floyd and Harrison Counties mounds were discovered.

The Indians told hazy stories of an ancient people who had lived here and built these mounds. They told how their ancestors had made war on these people, and they told of a great battle at the stone fort in which the last of the Mound Builders in this area had been wiped out.

Who were the Mound Builders? Where had they come from? And why had they vanished so completely, not only from Southern Indiana, but from the whole vast area they had occupied? No one knew the answers then. No one knows all the answers now, but research and study have told us a great deal about these people and we are finding out more and more.

We know they were not a mysterious race — they were Indians. We know that they were a peaceful, agricultural people who grew corn and settled in permanent villages because they did not have to depend on hunting for most of their food. And we know that the corn they

grew, the mounds they built and their customs came from the great Mayan civilization in Central and South America.

They were pioneers — much like the first white settlers who moved into Clark County — but they were pioneers who moved in from the south. These Mayan pioneers, looking for better homes, moved up along the Gulf of Mexico and up the Mississippi and Ohio Rivers where they found lands ideally suited for the growing of corn.

They spread their ideas among the Indians who were already here — Indians who did not farm but who depended on hunting and fishing for food. The newcomers settled down in permanent villages and built homes and temples. They did not bring writing and arithmetic with them, because in the Mayan lands those were reserved for the priests and nobles. These settlers were simple folk looking for a better life. They knew how to make jewelry and pottery and weave cloth, and they mixed with the Indians who were here before them.

But they were constantly at war with many of the tribes of Indian hunters who envied the fine things the Mound Builders had created and who wanted them for their own. This warfare was a constant drain on the Mound Builders' strength. Perhaps the enemy raiders actually killed off all the craftsmen among them. Whatever the cause, mound building stopped just about the time Europeans discovered the American continent 500 years ago.

The Mound Builders who remained were gradually absorbed into the other Indian tribes, but the corn they had brought with them became one of the white man's most important crops. Every green field of growing corn in Southern Indiana is a tribute to those pioneers who arrived here before the white man — the no-longer mysterious Mound Builders.

Historical Series II

AIR LINE

The blaring air-horn of Diesel locomotives, strung together tandem fashion and easily pulling 80-car freight trains from New Albany up the Edwardsville hill cause hardly a lifted eyebrow today from the casual bystander. But to the struggling promoters of the Louisville, New Albany & St. Louis Railroad 85 years ago, such a sight would have been a veritable miracle — success far beyond their wildest dreams.

October 9, 1882 was a day of excitement in New Albany. The first passenger train on the "Air Line" was

about to set out on its 320-mile journey to St. Louis — a journey which meant that 12 long years of struggle and hope was at last to be rewarded. The railroad from New Albany to St. Louis was at last completed.

In those days when travel was limited to the surface of the earth, "air line" meant simply the shortest distance between two points — the distance "as the crow flies". The New Albany promoters had proudly tacked this name to their new railroad to proclaim to the world that their's was the most direct route from Louisville and New Albany to St. Louis.

Local enthusiasm ran high when plans for the new railroad were first announced in 1870. Augustus Bradley, a prominent New Albany citizen, was president and the City of New Albany subscribed \$300,000 to the cost of construction. Floyd County added \$95,000, and the city of Louisville, with an eye to western commerce, also took a block of bonds while private individuals along the route put their name on the list.

Soon construction crews were busy grading right-of-way and pushing the rails west from New Albany. Then, with 80 miles graded but only three miles of track completed, financial troubles hit. The cost of construction had been higher than estimated, and a tunnel through the Knobs near Edwardsville was a particular headache. With the nation's economy in a temporary recession, it proved impossible to raise more cash and in 1872, work stopped completely.

For some eight years the weeds grew undisturbed on the right-of-way and the three miles of rails turned red with rust. Then, when construction finally was resumed, a complete change in location was made on the section from New Albany to Edwardsville. The old right-of-way, with its deep cuts and the old tunnel were abandoned, and still remain today high on the hillside by State Road 62 as a mute testimony to a false and expensive start.

Construction went rapidly the second time, though tragedy marked the building of the new tunnel, the one still in use. Part of the roof collapsed, killing two workmen. Despite this minor setback, the road was ready for operation in October, 1882 — ready to haul freight and passengers on an "air line" to St. Louis.

As that first train started its historic journey through Marengo and Milltown, Eckerty and English, Birdseye and Huntingburg, crowds of curious onlookers thronged the track at every station. The engineer amused himself at many stops by shouting to the crowds — "Look out! I'm going to turn it around!" Bystanders scattered in every direction.

When the "Air Line" was first opened, it terminated in New Albany and here were the yards, roundhouse and shops along the riverfront. With the opening of the

K & I Bridge in 1886, the road was connected with all railroads throughout the South and became an important traffic link between the West and the Southern states. So important, in fact, that in 1901 it became a part of the far-flung Southern Railway which acquired the line as its own funnel for this vast traffic.

Fond memories still linger of the passenger trains pulled by handsome green locomotives whistling melodiously through the Southern Indiana countryside. They once were an important source of revenue and the arrival of the train was a major event of the day at small towns along the line. But on a June day in 1953 the last train made its nostalgic journey, a victim of the automobile and paved roads.

The steam locomotives are gone, too, and Edwardsville hill no longer resounds to the thunderous exhaust of three locomotives struggling up the grade with one short freight train. Today modern Diesel-electric locomotives haul twice the load with ease and the grimy pusher engine is a thing of the past.

It's not as glamorous as it used to be, but it's much more efficient . . . a tribute to the foresight of New Albany citizens whose determination built the "Air Line", a steel-ribbed link with the West.

Historical Series III

GEORGE ROGERS CLARK AND CLARKSVILLE

The Falls of the Ohio roared undisturbed in 1784 as the raging water plunged and foamed over the ledges and rocks. Far in the future was the time when the dangerous stretch of rapids would be bypassed with a canal and harnessed to drive a hydro-electric power plant. And as the water roared, three men looked on from the Indiana shore and decided the latent power in the falls made this the ideal location for a town. One of the men was General George Rogers Clark. He and his companions had picked the site for Clarksville. . . .

George Rogers Clark was at the height of his fame in 1784. It had been only six years earlier that he had conceived and carried to success one of the most daring exploits of the American Revolution . . . leading 150 poorly-equipped Virginia soldiers deep into British territory all the way to the Mississippi River.

The capture of Kaskaskia, followed by the capture of Vincennes, gave the infant United States a claim to the entire vast Northwest Territory at the time the peace treaty was signed. Today the territory includes the

states of Ohio, Indiana, Illinois, Michigan, Wisconsin and Minnesota.

To reward the soldiers who took part in this hazardous campaign, Virginia in 1783 set aside 150,000 acres to be divided among them. Thus the Clark Grant came into being — an area embracing all of Clark County and parts of Floyd, Washington and Scott counties. The western line of the Grant in Floyd County extended along the present Grant Line Road.

At the same time the Virginia Legislature decreed that 1,000 acres of the Grant be reserved for a town. The law even stipulated that the town be named Clarksville in honor of General Clark. So it was that on a spring day in 1784 Clark and two other commissioners of the new town picked the location of Clarksville.

The town they founded has had a checkered career. It started with bright prospects, then slowed down, then practically vanished, then picked up slowly in the early years of this century, and during the past 15 years has grown so rapidly that the Town Board has been hard-pressed to keep up with necessary streets, school and other improvements.

The founding of Clarksville in 1784 marked the first advance of the restless tide of emigration that flowed across the Ohio River, filled the entire Northwest Territory, and then pushed on to the shores of the Pacific. Before the year was out some 20 or 30 families were in the town, the first permanent American settlers in Indiana. And during that same year of 1784 General Clark built a grist and saw mill on a creek flowing through the town . . . a stream still called Mill Creek.

Other settlers soon followed and about 1790 a stockade was built for protection against marauding Indians. Clark himself built a 2-story cabin on the eastern outskirts of the town named for him. The cabin was there until about 1850, but today the exact site is no longer known, although a historical marker on Harrison Avenue locates the approximate site.

The early promise of Clarksville soon faded. When Clark County was formed in 1801 the hamlet of Springville was chosen as county seat, probably because it was closer to the center of the county than Clarksville. Then the founding of Jeffersonville on the east and New Albany on the west overshadowed the old pioneer settlement.

As early as 1805 a visitor called it a "deserted village" and an 1819 report put the entire population at not over 100. Though some hardy souls continued to make Clarksville their home, they were so scattered and so few in number that finally the Town Board itself ceased to meet and no local government of any kind existed during many years of the 19th Century.

Even the mill that George Rogers Clark built was no longer used and in 1847 it collapsed from old age and neglect. Today only waving fields of corn mark the site of this early log-cabin Clarksville. The original settlement was west of the end of present Harrison Avenue, in the area between Mill Creek and Silver Creek, circled on the north and east by modern-day Clarksville.

But though all local government in Clarksville had ceased, the town itself, with its charter from the Virginia legislature, continued a legal existence. This was the decision of the Indiana Supreme Court in an unusual case decided at the end of the last century. The story of that decision, and the rebirth of Clarksville into the growing, prosperous community of today, will be next week's program.

Historical Series IV

CLARKSVILLE TODAY

The village of Clarksville, founded in 1784 with such high hopes, had by 1850 become little more than a name and a memory. And as the 19th Century entered its second half it appeared that even the name might vanish as projects were launched for new towns in the area of old Clarksville.

The 1850's were years of expansion and progress in the Falls Cities. New railroads, highways and business enterprises were planned. One of the first projects of the decade was the building of a plank road between New Albany and Jeffersonville in 1851. This road, which entered New Albany on Main Street, followed the route of the present Pennsylvania Railroad track between the two cities. As traffic over the railroad increased, an enterprising real estate man conceived the idea for what was probably the first suburban residential area in the Falls Cities . . . a subdivision called Andalusia.

This ambitious enterprise of 1853 attracted few, if any, residents. It was nearly 100 years ahead of its time. Andalusia today is the Greenacres area which during the past few years has been the area of Clarksville showing the most spectacular growth.

A year later an even more ambitious project was launched . . . the founding of an entire new town to be called Falls City. The promoters of Falls City were optimistic over the future of their projected town, which was to be located along the river in the general area of the present Pennsylvania Railroad bridge. Block after block of streets were surveyed; plans were made for railroads

to run from the riverside wharfs to points on Lake Erie and far up into Indiana. But, as with Andalusia, the project fell flat. No railroads were built, no busy factories erected . . . the Ohio River continued to flow beside quiet, willow-lined banks.

So matters rested until after the Civil War. Then the old plank road was converted to a railroad which became the route of the quaint "dinky" trains to Jeffersonville and New Albany and a huge industrial establishment was erected at the eastern edge of Clarksville to build railroad cars. These developments spurred interest in the town of Falls City which became known as Ohio Falls City and then as Ohio Falls.

It was incorporated in 1870 and soon workers at the railroad car plant began moving into the town. But Falls City had a brief career, for only seven years later the Indiana Supreme Court ruled that the town had no legal existence since it infringed on the town of Clarksville, even though Clarksville had no local government.

This historic decision was the making of modern Clarksville, for soon after local government was instituted and Clarksville came to life again. Housing developments sprang up along the railroad line, the best known being Howard Park in the area where the present Clarksville Optimist Boys Club is located.

A big shot in the arm came in 1903 with the building of the electric trolley line between New Albany and Jeffersonville. The traction company promoted Clarksville as a place to live because more residents meant more passengers.

Still Clarksville's growth was far from spectacular. It was the vision and energy of two Clarksville citizens in the late 1930's which paved the way for the rapid expansion of the past few years. Harry Loomis and Julius Obermiller wanted to see their community grow. The way to do it, they decided, was to make every resident a booster for the town. So the Clarksville Optimist Club came into being, the Clarksville Tribune was established, the Clarksville Little Theatre was launched and direct bus service to Louisville was instituted. In short, Clarksville suddenly developed a community pride which attracted scores of new residents. And the growth is still continuing as Clarksville approaches next year the 175th anniversary of its charter. And though its population continues to increase, Clarksville prefers to retain the town form of government over city form—perhaps so that it can continue the proud boast . . . "The oldest and largest town between the Ohio River and the Great Lakes".

Historical Series V

PATRICK HENRY SHIELDS A FLOYD COUNTY PIONEER

Georgetown this week observed the 150th anniversary of the arrival, in what was then an almost unbroken wilderness, of George Waltz, the man for whom Georgetown was named. But he was not the first to settle on the site of what is now Georgetown. Two years earlier, in 1805, Patrick Henry Shields built his cabin there on a hillside near the creek. The story of this pioneer is the subject of today's program. . . .

In the summer of 1804 the Federal Government signed a treaty with a number of Indian tribes — a treaty that could be called the most important document in Floyd County history.

That treaty opened to white settlement for the first time the whole area of Southern Indiana along the Ohio River from Silver Creek to the Wabash, including what is now Floyd County. Previously, settlement had been permitted only in the Clark Grant and around Vincennes.

Thus it was that in the spring of 1805 Patrick Henry Shields, his wife, and a Negro slave picked their way on horseback up the steep Knobs and through the dense forest to what is now Georgetown and settled down to a new life in a new land. In all of Floyd County there were only three or four other families — all newly-arrived.

Shields was a native of York County, Virginia . . . born in 1773 during the troubled years of the Revolutionary War. He was named Patrick Henry in honor of the great Virginia patriot, a friend and neighbor of the Shields family. In accordance with his father's wish, Shields was educated for the legal profession at William and Mary College and at Hampdon-Sydney College.

Later he inherited a large tract of land near Lexington, Kentucky and moved there in 1801. But, as happened so often in early Kentucky history, Shields' title to the land was defective. And like many other Kentucky pioneers who found themselves without land, Shields looked longingly across the Ohio River to the new, unsettled territory of Indiana.

Though he was not the first settler in Floyd County, Shields had the honor of being the first settler in what is now Georgetown Township. Tradition gives to his wife a special honor, also. She is said to have been the first white woman ever to cross the Knobs.

His wife, whom he married in Virginia, was Mary Nance, a daughter of Clement Nance, also one of the very first settlers of Floyd County. In her old age Mrs. Shields

delighted in telling her grandchildren that she was an F.F.V. — one of the First Families of Virginia.

When Shields first settled on the site of Georgetown the area was part of Clark County. In 1808 Harrison County was formed and included the Shields' land. At this point Patrick Henry Shields' legal training proved its value, for he was named first judge of the new county . . . possibly through the influence of William Henry Harrison, governor of the Indiana territory, who had been a college classmate of Shields in Virginia.

During the War of 1812 Shields fought under William Henry Harrison at the Battle of Tippecanoe, the battle that banished at last the constant dread of Indian raids on the Hoosier frontier. And when Indiana became a state in 1816, Patrick Henry Shields was among the group which gathered in the cool shade of the famous Elm tree in Corydon to draw up the Constitution of the new government. In 1825 Shields was a member of the official delegation to welcome LaFayette when he visited Jeffersonville during his triumphal tour of the United States.

In 1819 Floyd County had been formed and the Georgetown area was included in the territory of the new county. The wilderness that Patrick Henry Shields had found when he arrived only 14 years earlier was now dotted with farms, and the Georgetown area was beginning to take on the aspects of a village.

During the last years of his life the old pioneer lived in New Albany where he died June 6, 1848. The two-story cabin of blue ash logs which Shields built in those far-away days stood in Georgetown until recent years. And though it is now gone, the doorstep of the cabin is still in use at the front door of the Scribner House in New Albany — a link tying together the pioneer settlers of city and county.

Historical Series VI

THANKSGIVING AND THE NEW ALBANY HERITAGE

On Thursday Thanksgiving will be celebrated across the nation in the traditional way — with family homecomings, platters heaped with roast turkey and dressing, cranberry sauce and all othe other holiday treats . . . and with reverent thanks for all the good things of the year. It was in New England that our Thanksgiving Day has its roots and it was New Englanders who carried it to other parts of the country. It was New Englanders who carried it to New Albany long before it was proclaimed a national holiday by President Abraham Lincoln in 1863.

There are no records to show exactly when Thanksgiving was first observed in New Albany, but very likely it was in November of 1813, by the Scribners who had founded the town that very year. They were New Englanders, where Thanksgiving was an old tradition from the days of the Puritans.

The Scribners had much to be thankful for that November, for their great project . . . the launching of the infant town of New Albany . . . had been successfully accomplished during the year. In fact, the first sale of lots in the new town had just been held on November 2nd and 3rd, 1813.

But whether or not we may mark 1813 as the year of the first Thanksgiving observance in New Albany, we may be certain that it was not long after that. Though early New Albany settlers came both from the Eastern and Southern sections of the country, a high percentage of the community leaders of the pioneer days were from New England and nearby states. Many of these New Englanders were of the Presbyterian faith and for many years in early New Albany history only the Presbyterian Church appears to have held special services on Thanksgiving Day.

Though not all New Albany citizens observed Thanksgiving during the first half of the 19th Century, it seems that the New England custom did spread generally throughout the city. Newspapers skipped publication on that day and most businesses closed up shop.

But it was only after the proclamation of President Lincoln in 1863, setting aside the fourth Thursday of November as a day of prayer and Thanksgiving, that Thanksgiving Day became the national observance we know today.

With the Lincoln proclamation Thanksgiving became a legal holiday on which the whole nation closes its shops, offices, schools and banks, and offers its thanks to the Deity for the blessings of a free and bountiful land.

In New Albany, where Thanksgiving had always been a special day, more emphasis than ever was placed on the observance. There were church services and the traditional Thanksgiving dinners. And there were turkey shoots, perhaps the origin of the custom still popular with local groups and organizations. But in earlier days the targets were live turkeys.

New Albany's German-born citizens took the day for their own and observed it with the traditional New England turkey, and added German dancing and steins of beer for good measure. Other New Albany social groups took up the custom and during the 1880's and '90's held dances and gatherings on Thanksgiving Day.

The old markethouses on Market Street in downtown New Albany were beehives of activity as Thanksgiving

approached. The stalls were filled with plump turkeys, piled high with pumpkins, hung with succulent sugarcured hams, and completed with red cranberries and all the other produce of an abundant harvest.

Thanksgiving in a special way is a part of the New Albany heritage, a holiday that has been a part of New Albany tradition from the earliest days. And as New Albany pauses to give thanks this Thursday with the rest of the nation, it pays tribute, also, to those earlier New Albanians who helped in some measure to spread the idea of a special day of thanks for the goodness of the earth and of the heavens.

Historical Series VII

THE INTERURBAN TO INDIANAPOLIS

The sound of singing trolley wires announced its coming . . . then the far-off melodious tones of the air horn breaking the still night air . . . then the piercing gleam of the big headlight reflecting on the twin ribbons of rail as it came closer and then swept by with controller wide open—that was the “Hoosier Flier” flashing through the Indiana countryside in the days when the electric interurban line connected the Falls Cities and Indianapolis.

Probably no system of transportation ever developed so rapidly in the United States as the electric interurban railways—and surely no transportation system ever vanished so rapidly as the interurban, struck down in its prime by the automobile and the paved highway.

In 1900 there were only one or two interurban lines. Ten years later they covered the Midwest and much of the East in a farflung network that made it possible to travel from any of the Falls Cities to such distant points as Chicago, Milwaukee, Pittsburgh, Detroit, Cleveland, Buffalo, Rochester . . . even, with one small gap, to New York City and to Boston and New England—all by interurban car.

The line linking the Falls Cities and Indianapolis was built in segments, with the final link between Sellersburg and Seymour completed late in 1907. With the line opened the entire distance, the famous limited cars took to the rails—the “Hoosier Flyer” northbound and the “Dixie Flyer” southbound.

The flyers were speedy, too . . . three hours from downtown Louisville to downtown Indianapolis, with numerous stops along the way. The interurban car opened a new era in transportation along its route. With its abil-

ity to "stop on a dime" and roar quickly away, it could pick up and let off passengers at every wayside stop and country road and never lose its stride. It made possible the first real break in rural isolation before the day of the automobile. Rolling through the heart of towns and cities on its route, the interurban provided a convenience the older steam railroads could not meet.

Passengers were the stock in trade of the interurban, but freight was a big item, also. For years the line operated "Strawberry Specials" from Floyd County during the berry-picking season. Trains of five to seven freight cars left New Albany each night at 8, and the fresh-picked Floyd County berries were on the Indianapolis produce market at daybreak. Livestock shipments were another important revenue producer and the line had a track directly into the Bourbon Stockyards in Louisville.

Business was good in the early days — so good that by the middle 1920's deluxe dining and parlor cars were operated, plus overnight sleeping cars which were especially popular with traveling sales representatives who could combine travel and sleep in one package.

The line when first opened was called the Indianapolis & Louisville Traction, but in 1912 it became the Interstate Public Service. In 1930, when the private auto became a serious threat, the line became a part of the Indiana Railroad, a new company organized as a valiant effort to save the interurban lines throughout the Hoosier state by grouping them together.

Part of the program of the Indiana Railroad was to cut costs by installing new lightweight cars which used less power, needed only one crewman, and gave a smoother ride than the old cars. Some of the new cars, constructed of aluminum, were built at the American Car & Foundry plant in Jeffersonville, the last cars ever built there.

The sleeping and dining car service was eliminated and fares were slashed to the bone — \$2.95 for a round-trip between Louisville and Indianapolis. The new company had high hopes of maintaining the interurban lines, even in the face of economic depression and the rapid increase in automobiles.

But despite excellent service and low fares, the effort did not succeed. There was just not enough revenue to maintain track and wires and meet the heavy real-estate taxes on the right-of-way. So finally, in 1939, the line became history. On October 31 of that year the last car, with a rosette crepe on the front nosed out of the Louisville terminal, rolled across the Big Four Bridge to Jeffersonville, and raced north through the night to oblivion. The era of the traction line was over.

Historical Series VIII

THE DUELS AT SILVER CREEK

The piercing crack of gun shots rang out through the trees. Two men facing each other at 50 paces dropped smoking pistols to their sides, as the other actors in the wierd scene rushed forward to see if either man was wounded. The year was 1809 . . . the place, the Indiana shore of the Ohio River were two of the most prominent Kentuckians of the day, Humphrey Marshall and Henry Clay, were settling their differences in a duel at Silver Creek.

When Humphrey Marshall called Henry Clay a liar on the floor of the Kentucky House of Representatives on January 4, 1809, Clay had, in the custom of the times, only one recourse to vindicate his honor. That very night Clay sent to Marshall a challenge to meet him in a duel. The challenge was promptly accepted and all Kentucky waited breathlessly for the outcome.

Clay, later to be ranked among the most famous of American politicians and statesmen, was in 1809 already well known in Kentucky. His opponent, Humphrey Marshall, was then even better known in the Bluegrass State. A first cousin of John Marshall, famed chief justice of the U.S. Supreme Court, Humphrey Marshall had served in the U.S. Senate and was probably the outstanding member of the Federalist Party in Kentucky. Clay was a follower of Thomas Jefferson and a political opponent of the Federalists.

Ironically, the duel between Clay and Marshall was the culmination of a train of events set in motion by the actions of Aaron Burr, then in disgrace in the Eastern states after he had fatally wounded Alexander Hamilton in the most famous duel in American history.

Burr was called before a Federal grand jury in Lexington late in 1806 after the district attorney there became suspicious of his activities. Burr secured the services of the rising young Henry Clay as his defense attorney. The district attorney was a brother-in-law of Humphrey Marshall, and Marshall, throughout the investigation, took an unofficial role as adviser to the prosecution, and attacked Clay in the columns of a Lexington newspaper. When the grand jury failed to return an indictment against Burr, Marshall took the result as a personal defeat, and became a bitter enemy of Clay. This enmity, coupled with political differences, came to a climax two years later on the floor of the Kentucky House of Representatives and the challenge to a duel resulted.

So it was that early on the morning of January 19, 1809, the sound of dipping oars marked the approach of two small boats to the Indiana shore just below the point at which Silver Creek empties into the Ohio River . . . a point known at that time as "Shirt Tail Bend."

In the first round of shots, Clay's fire grazed Marshall's side, causing a slight flesh wound. In the second round both men missed, and in the third round, Clay was wounded in the thigh. Though Clay wanted to continue the duel, his aides decided he was bleeding too badly and so the duel ended. Clay in later years became one of the most famous statesmen Kentucky has ever produced and Marshall was later to write the first definitive history of Kentucky.

Though the Clay-Marshall duel brought together the two most famous antagonists to level pistols at each other on the banks of Silver Creek, it was not the only duel fought there. There were three others and all the participants were residents of Lexington, Kentucky.

The first was on December 20, 1805, when Major Thomas Bodley met another Marshall on the field of honor — Dr. Louis Marshall, a brother of chief justice John Marshall, and later to become president of Washington and Lee University. So far as is known, neither man was injured.

Then in December, 1812, Captain Nathaniel Hart, a brother-in-law of Henry Clay, traded shots with Samuel E. Watson. Again, neither man was injured.

The last duel on Silver Creek occurred on May 15, 1841, between Cassius M. Clay, fiery Kentucky abolitionist, and Robert Wickliffe, Jr. Cassius Clay's outspoken opposition to slavery in the South incurred the wrath of the wealthy plantation owners of the Bluegrass, and precipitated the duel with Wickliffe. Two rounds were fired, but neither man was injured.

Today the water flows placidly past the spot where once angry men met to risk their lives in defense of personal honor. The world that demanded such violent action is gone, and even "Shirt Tail Bend" has vanished . . . victim of the shifting channels of Silver Creek.

Historical Series IX

WILLIAM HENRY HARRISON AND HARRISON COUNTY

Harrison County next year will reach a milestone in its history . . . its 150th birthday. It was on October 11, 1808 that the Indiana Territorial Legislature, meeting at Vincennes, created a new county and named it Harrison in honor of Governor William Henry Harrison, a man who had much to do with the county in its early days. . . .

Harrison County in its name perpetuates the name of the first man who came in 1800 to the newly-created Indiana Territory to guide its destinies for some 12 years. And it is fitting, since the county is named for him, that William Henry Harrison should have picked the name of the county seat, Corydon, founded in 1807 . . . a year before the county itself was established.

Governor Harrison was only 27 years of age when he was appointed governor of the Indiana Territory by President John Adams. He was a native of Virginia, born at famous Berkeley Plantation on the eve of the Revolutionary War. He had distinguished himself during his Army service in campaigns against the Indians in Ohio and in 1799 had been elected the delegate to Congress from the vast Northwest Territory.

In a very real sense, Indiana history may be said to begin with Harrison's term in Congress, for he sponsored the act to separate Indiana from the Northwest Territory. It was natural that he should be named governor of the new territory.

Vincennes was selected as the capital, and it was to that old French community that Harrison journeyed when he arrived in Indiana. But his official duties required many trips between Vincennes and the settlements at the Falls of the Ohio. Tradition says that Harrison's favorite route through what is now Harrison County was south of the usual route along the Buffalo trace. He preferred to travel along Little Indian Creek to the point where Corydon now stands, and then northwestward to the Trace.

The Governor liked the Harrison County area . . . liked it so well he purchased two different tracts of land. One site of 207 acres became the site of Corydon, but not until after Harrison had sold the land to Harvey Heth, who established the town. The other tract, 820 acres, was along Blue River at the point where State Road 62 today crosses that stream. Even today the area north of Road 62 along Blue River often is called Harrison's Valley, and Wilson's Spring in the valley often is called Harrison's Spring.

The Governor erected a grist mill on Blue River about 1808, and a residence, too. Probably he often came here to this pleasant retreat to rest from the cares of state. As late as 1880 some old Harrison County residents recalled coming to the mill in childhood days with sacks of grain which Harrison himself would take and carry to the hopper to be ground. Traces of the orchard planted by Harrison still were visible in the early years of this century. Old records show Harrison planned a boatyard along Blue River to construct flatboats for the New Orleans trade, but this project never was carried out.

Further indications of Harrison's interest in the area is provided by an old record of the ferry which he established across the Ohio River in 1807 at Eight Mile Creek.

The name of Corydon is said to have been inspired by the Governor's favorite song, a now long-forgotten piece of music about a shepherd named Corydon. When in 1809 the future states of Illinois and Wisconsin were cut off from the Indiana Territory, a move was started to move the capital from Vincennes to a more central point in the new and smaller Indiana Territory. By the time the move to Corydon was made in 1813, Harrison no longer was governor, but many Harrison County men had served under him at the famous battle with the Indians at Tippecanoe in 1811. Harrison entered the Army again after war broke out between England and the United States. He never returned to Indiana and in 1817 he sold his mill and property in Harrison County, but residents of the county must have felt a glow of pride when the man for whom the county was named became president of the United States in 1841.

And as Harrison County approaches its 150th anniversary, today's citizens can look back with pride at the man who had much to do with the area's early history . . . William Henry Harrison, "Old Tippecanoe."

Historical Series X

CHRISTMAS IN NEW ALBANY 50 YEARS AGO

December 22, 1907 . . . 50 years ago was a Sunday just as today, for the days of the week and the dates on the calendar in 1907 were the same as this year. It was the Sunday before Christmas and all through New Albany everybody was stirring, getting ready for December 25.

New Albany was in a festive mood 50 years ago. The Christmas season was in full swing, and although it was at a slower pace than Christmas seasons today, it probably was the biggest Yuletide New Albany had yet witnessed. Christmas cards and gifts flooded the post office and nine extra mail carriers were needed to cope with the flow.

And although the volume of Christmas advertising in the New Albany Ledger and the New Albany Tribune didn't begin to match the amount of advertising today, many enterprising merchants were beginning to realize the potential of Christmas sales. Savinsky's Men's store even took a full page to advertise suits and overcoats . . . \$7.50 to \$25. Those were the prices for men's sizes. Boy's suits and coats ranged from \$1.50 to \$10. Pearl Street merchants advertising for Christmas in 1907 included

Cerf, the Jeweler; G. E. Kremer, toys and cut glass; Herbst Dry Goods; J. O. Endris, Jewelers, and Baer's Dry Goods.

Candies, oranges and other holiday treats were available at Canter's News Stand under the skating rink in the Opera House. Floral decorations for Christmas were offered by Rasmussen, the florist, who had just received a handsome new delivery wagon. Daniels, on Vincennes Street, advertised toys for the children. After a tour of shopping, the family could settle down in the evening to read the Christmas Chef, a story appearing in the Tribune.

The New Albany Fire Department received a special Christmas gift 50 years ago . . . a large cast-iron cook-stove from the Anchor Stove & Range Company in appreciation of the fine work of the department in quenching a blaze at the plant several weeks before. The stove was installed in the fire house at Spring and East Fourth Streets.

Then, as now, families were gathering together from distant points to spend the holidays together. Miss Margaret Jewett was home from the Dwight School in New Jersey to visit her parents, Mr. and Mrs. Henry Jewett of Silver Hills. Mr. and Mrs. Oliver McAfee of Bedford, Indiana, were in New Albany to spend the holidays with Mrs. McAfee's parents, Mr. and Mrs. John Dieckman. And from St. Mary's-of-the-Woods School at Terre Haute came Miss Alice Terstegge to visit her parents, Mr. and Mrs. Henry Terstegge of Silver Hills. Mr. and Mrs. William Towne had as guests their daughter and son-in-law Mr. and Mrs. Perry Towne of Columbus, Indiana. Miss Aileene Weathers returned home from school at Tudor Hall at Indianapolis to spend Christmas with her parents, Mr. and Mrs. J. H. Weathers.

The visitors returned to a city full of Christmas activity. The Elks Lodge planned a dance Christmas night. During the days before Christmas the Elks had been busy helping the city's poor with gifts and baskets so that they, also, would enjoy a merry Christmas.

But it was in the churches that the real meaning of Christmas was to be found and it was in the special services held in all the churches that New Albany residents heard the timeless message of Christ and they also heard Christmas music. Elaborate programs of Christmas music were presented at the Second Presbyterian and Trinity Methodist Churches, and at St. Paul's Episcopal Church the new pipe organ was used for the Christmas Day service. Many things have changed during the past 50 years, but the Christmas music of 1907 was the same still heard today . . . such hymns as Hark, the Herald Angels Sing . . . It Came Upon the Midnight Clear . . . O, Little

Town of Bethlehem.

And so as Christmas dawned bright on December 25, 1907, the city forgot the other news of the days . . . forgot about the dispute between the city government and the street railway over the track on Market Street, forgot about the new Daisy Depot under construction, forgot about the old Market House which had just been torn down on Market Street between State and Pearl . . . and remembered Christmas, just as New Albany will do this Wednesday.

Historical Series XI

WELCOMING IN THE NEW YEAR

The old year of 1957 has run its course with but two days left to call its own. At Tuesday midnight the bells will ring out the old year and ring in the infant 1958 in the way New Albany has observed from the earliest days . . . or at least since about 1829 when the city's first bell was placed in the cupola of the old courthouse. The story of some of New Albany's earlier celebrations of welcome to the new year follows.

It was on December 31, 1813, that New Albany observed its first New Year's Eve. On December 31 of the year before there had been no town of New Albany. Just how the handful of residents of the new village in the wilderness marked the advent of the new year of 1814 has not been recorded, but it was quite likely that it was spent in a watch service. The watch service, a custom now all but vanished, was a sort of prayer meeting set apart to ask atonement for transgressions during the past year and to seek Divine aid and comfort during the year ahead.

As New Albany grew and became dotted with church buildings, the watch services were held there with the congregation gathering about 10 o'clock in the evening and spending the time in prayer and meditation until the ringing of the church bell indicated that the new year had arrived. During most of the 19th century in New Albany the watch service was the traditional way of marking the change of the year. Traditional, too, was the singing of "God Be With You Till We Meet Again" to close the service.

There was merriment, too, in welcoming the new year in those early times, but it was reserved for New Year's Day. The famous old Hale Tavern on Main and West First Street was the scene of these festivities for many yars. Dr. Ashahel Clapp, New Albany's first physician, recorded in his diary on January 1, 1823, "There is to be a ball at Dr. Hale's tonight", the first specific reference in local history to a New Year's celebration.

Today the Double-Seven Tire Service is on the site of the old tavern.

Another New Year's custom which came to New Albany with the establishment of newspapers was the so-called "Carrier's Address", a poem celebrating the new year which was distributed on January 1 by the newspaper carriers to their patrons. Often the poem was printed on silk with an elaborate, decorative printed border.

As the city became larger and more cosmopolitan, other attractions appeared on New Year's Eve. On December 31, 1857, a century ago, the old Woodward Hall on Main Street was the scene of a scientific show displaying the latest wonders of the age, including a balloon ascension . . . a display which attracted our great-grandfathers as much as a rocket launching today attracts attention.

By the time 1907 rolled around the festivities of the new year were being held on New Year's Eve as well as New Year's Day. Fifty years ago the Valhalla Club held a New Year's Eve dance at the Music Hall which still stands on Main Street, now doing duty as the Labor Temple. The Highland Club on Silver Hills had moved into its new building during 1907 and held an open house on New Year's Day. Other events of January 1, 1908, were an open house at the new quarters of the Merchants National Bank at Pearl and Main and an open house at the Y.M.C.A. to celebrate the burning of two \$1,000 notes on the mortgage which had been paid off during the year. The Merchants National Bank was a predecessor of the Union National, still at Pearl and Main, and the Y.M.C.A. is now the site of the New Albany Municipal Parking Lot.

The end of the old year often marks the passing of old institutions, and New Year's Eve of 50 years ago witnessed the passing of mail service on the river packets from New Albany to Evansville—a victim of mail by rail.

And now as New Albany prepares to celebrate New Year's Eve with festivity and gayety, it can look back at 144 other New Years' Eves, and forward to a year promising much in civic progress . . . new highways, new industrial development, new homes . . . all adding up to a happy new year.

Historical Series XII

THE ENGLISH SETTLEMENT ON RIVER ROAD

A bit of Old England in Floud County—that was the area along River Road below New Albany in the middle years of the Nineteenth Century. English emigrants from Lincolnshire transformed the fertile river bottom lands into the garden spot of the Falls Cities area. The story of the English settlers follows.

The New Albany wharf was a busy, bustling place in 1841 when William Wattam and his bride, the former Mary Wright, stepped ashore from a river steamer to begin a new life in a new land. They had come from Lincolnshire in England . . . across the Atlantic to New Orleans and up the Mississippi and Ohio Rivers. No doubt they had been attracted to New Albany because of its reputation as the largest, most prosperous city in Indiana. But the Wattams were farmers, not city folk, and it was to the fertile river bottom lands below New Albany that they went to settle.

Their letters home must have been glowing, for a few years later Wattam's brother arrived — just in time to serve in the U. S. Cavalry in the Mexican War. Then in 1850 came three other brothers and three sisters, followed a year later by another sister, her husband and son and a dozen or more other Lincolnshire friends and neighbors.

Thus 10 years after William Wattam arrived, a whole settlement of English farmers resided along River Road. Others came from Lincolnshire from time to time to swell the ranks of the settlers, some as late as 1873, and one lone arrival in 1887.

Though the river bottoms were some of the most fertile land in Floyd County and the area where the first pioneers settled, most of it was still densely wooded when the English arrived.

Bringing with them the thrift and industrious habits of the sturdy English yeoman, the newcomers soon transformed the River Road area of Floyd County into the most prosperous farm area of the county with land there commanding the then fabulous prices of \$300 to \$400 an acre. The principal products were potatoes, cabbages and onions which found a ready market in the South. In fact, so important did this trade become that steamboats landed at points along the river bank to carry the produce south at a handsome profit to the farmers.

This prosperity was reflected in fine, well-kent homes and neat lawns and flower gardens. The River Road became a favorite Sunday drive in the county for city residents, and the English farmers themselves owned some of the finest horses and carriages to be seen on the streets of New Albany.

The settlers were all staunch Methodists . . . it was in Lincolnshire that John Wesley, founder of Methodism, was born. In 1849 William Wattam led his neighbors in founding McKindry Chapel. It was erected on River Road north of Two-Mile Lane on the site of an old log church which had been built in the pioneer days and used jointly by several denominations. Their prosperity enabled the congregation to pay the minister a good salary, and the pulpit at McKindry Chapel became attractive to some of

the most able preachers of the day.

Later, in 1874, Embury Chapel was founded farther down the river. One of the English families attending this church was the Pouchers, and Richard Poucher became one of the most brilliant Methodist preachers. He served as district superintendent here at the beginning of the century. Though born and bred in Floyd County, he spoke with a marked English accent.

The English settlement retained its cohesiveness for several decades, but the decline of river traffic after the Civil War cut into the lucrative Southern market. The greatest blow, however, came with three devastating floods in a row . . . in 1882, 1883, and 1884. Much of the top soil was washed away and many buildings destroyed.

Today McKindry Chapel has vanished, damaged so badly by flood in 1907 that it never was used again. And though River Road is no longer the area of the "English farmers", Embury Chapel remains as a living testimony to their deep religious conviction and many of their descendants still live in the county where their forebearers came to find a better life.

Historical Series XIII

WHEN CLARK COUNTY WAS THE CEMENT CENTER OF THE UNITED STATES

Water-filled quarries and the occasional ruins of a lime-kiln are all that remain today to mark Clark County's former position as the leading cement-producing area in the entire United States. That was back at the turn of the century before the Portland cement industry spread to all parts of the country. The story of the heyday of cement manufacturing in Clark County follows.

In 1900 there were 13 different cement mills in operation in Clark County, turning out over 2½ million barrels of cement—the peak year of production of the hydraulic or natural cement which was at that time the county's leading industrial product.

Today the old hydraulic cement has been replaced by the quicker-setting Portland cement which spelled the end of the numerous small mills which once dotted the Clark County countryside.

Hydraulic cement was made from a special type of limestone which needs only to be ground and burned to produce the cement. Clark County is one of the few places in the United States where this stone is found and the local deposits are the most extensive known anywhere in the country. It was only natural that Clark County should lead in cement manufacturing. But when Portland cement was developed, it meant the end of the hydraulic cement.

Portland cement is a synthetic mixture of the elements which go into cement, and once the process was perfected it meant cement could be manufactured in all parts of the nation.

The discovery of the natural cement in the Falls Cities area was made about 1826 when the Portland Canal at Louisville was being excavated, and soon after the same limestone formations were found in Clark County. The first cement mill on the Indiana side of the Ohio River was in Clarksville operated by Lawson Very who had built a flour mill in 1832 along the river. But in the middle 1840's, with an eye to the future, he switched to cement production, quarrying the limestone along the riverbank.

The cement industry did not hit its full stride until after the Civil War, however. The second mill, the Falls City, was built in 1866 near Sellersburg and in the years following, mills sprung up rapidly around there and near Charlestown. The Speed Mill was also built in 1866 and the Gheen's Mill was opened in 1868 near what was to become the village of Cementville. The Queen City Mill was opened in 1869 near Watson.

While new mills were being opened in other parts of the county, the old Very Mill was sold to William Beach shortly after the Civil War and was operated for years as the Beach Mill. Other familiar names of mills were the Black Diamond, the Hoosier, the Golden Rule, the K & I, the United States, the Clark County, the Globe, the Banner and the Ohio Valley. Near Charlestown were the Haymaker and the Standard Mills, both opened in the 1890's.

Many of the mills were centered about Cementville, a town which grew up around the special freight yard the Pennsylvania Railroad built to handle the cement cars. Some cement workers lived at Cementville, but most of them made their homes in the clusters of little houses which grew up around each mill. At the peak of hydraulic cement production in Clark County over 1,000 were employed in the mills and in the nearby quarries, and trainloads of the finished product were shipped out to all parts of the United States.

The Louisville Cement Company, which operated the Speed Mill, was the only one of the mills to switch over to the manufacture of Portland cement. It was the largest of the old hydraulic cement plants. but its owners realized they would have to meet competition from the new product. The smaller mills weer unable to afford the expensive machinery required for the mixing and fine grinding of the Portland cement, and one by one they dropped from the scene. By 1910 only three mills were in operation, and soon only the Speed Mill was left. The Silver Creek limestone from which the hydraulic cement

was made is still quarried, however, and is used today by the Louisville Cement Company to blend with its Portland output.

Elsewhere, ruins of old kilns still remain here and there, and a recent subdivision on U.S. 31-E is named Black Diamond Heights, reviving the name of the nearby old Black Diamond Mill which has been closed 65 years. And the old quarries are still put to good use. The quarry of the Falls City Mill provides swimming and boating facilities for summer-time guests at Camp Chelan, owned by the Young Women's Christian Association of Louisville, and the Black Diamond quarry is a favorite spot for many Clark County fishermen.

Historical Series XIV

GEORGE W. MORRISON

AN ARTIST WHO CALLED NEW ALBANY HOME

In the spring of 1841 there arrived in New Albany a red-haired young man of 21 who was destined literally to leave his mark on the booming river town. He was George W. Morrison, seeking a likely spot to practice his profession as portrait and landscape painter. His choice of a location was a wise one, for his arrival marked the beginning of a 50-year career as an artist who called New Albany his home.

In the days before the development of photography the portrait painter found a ready market for his talents in all larger communities. The arrival of George Morrison in New Albany from Baltimore in 1841 was indicative of the growth of the city. Traveling portrait painters had visited the town in earlier years, putting on canvas the features of well-to-do citizens, then packing paints and brushes, had moved on to fresh markets. But George Morrison was able to make New Albany his home and earn his livelihood as an artist . . . a sure indication that the town had become a city.

He was a native of Baltimore and had learned his craft there in his teens. No doubt he was a student of Rembrandt and Raphael Peale, famous painter sons of an even more famous painter father, Chares Dilson Peale. The Peales operated the only art school in Baltimore at that time.

When Morrison moved west to seek his fortune, he first went to Connersville, Indiana, at the head of the Whitewater River Valley, an area early known for its support of art and learning. But he apparently was un-

able to find there a sufficient volume of work, for within a year he was in New Albany.

He announced his arrival with a small advertisement in the *New Albany Gazette* and invited the public to examine specimens of his work at his studio on Main Street near Bank. The public liked what they saw, for soon the commissions began coming in and many of the portraits he painted are still prize possessions of New Albany families. Others are at the New Albany Public Library, and one hangs in the State House in Indianapolis . . . his portrait of Ashbel P. Willard, the governor from New Albany.

His fame spread beyond New Albany and he received many commissions from Jeffersonville and a wide area of Southern Indiana, and even from Louisville despite the fact that other portrait painters were working there. Many examples of his work are also said to be spread throughout the Mississippi Valley and particularly New Orleans because of the close contacts of New Albany with the South during the palmy days of river boating.

Morrison did not confine his painting to portraits. His work included canvases of river boats and quite a number of landscapes. One large canvas of a view of New Albany from Silver Hills painted in the early 1850's hangs now in the New Albany Public Library. Morrison made many paintings of the Silver Hills area, one of his favorite spots around New Albany. He loved the view from the hill so much that he built his home there . . . on property now owned by the Endris family . . . and at his death in 1893 he was buried there . . . but his body has since been moved to Fairview Cemetery. His home on the hill burned to the ground in 1899, six years after the artist's death.

Those who knew Morrison described him as quiet and retiring, with a flair for poetry and a passionate love of painting. Though he was modest and unassuming, he never skipped an opportunity to place his work before the public. In the days when art galleries were an unknown institution in the Middle West, he exhibited at the Indiana State Fair and at the Floyd County Fair, as other artists from over the state did. His work always won high award and often was judged best of all.

Though Morrison never achieved worldly wealth by painting, he won a host of friends in New Albany who remembered fondly the familiar figure dressed in a soft felt hat, flowing black tie and black broadcloth suit. And the work he left is a treasured legacy of the past, an essential part of the New Albany heritage.

Historical Series XV

DANIEL BOONE'S BROTHER A HARRISON COUNTY PIONEER

In the history of pioneer Kentucky, one name stands out above all others . . . the name of Daniel Boone, intrepid woodsman, hunter, Indian fighter and explorer. So great is Daniel Boone's fame that other members of his family have been overshadowed. Yet Daniel's younger brother, Squire, participated in many of the same adventures and later became one of the pioneer settlers of Harrison County.

Boone Township along the Ohio River in the southernmost reaches of Harrison County is a lasting memorial in its name to Squire Boone and other members of the Boone family who were among the very earliest settlers to make a permanent home in the County. And the story of the arrival of the Boones in the new Indiana Territory in 1806 is the typical story of so many other pioneers of Southern Indiana . . . defective land titles in Kentucky forcing them to seek new homes in the unsettled territory across the Ohio River.

Squire Boone was born about 1737 at the old Boone homestead near Reading, Pa. Like his brother Daniel, Squire followed the new tide of westward migration to the frontier of Virginia and North Carolina and then into the unexplored wilderness of Kentucky. Squire Boone and his family were with Daniel Boone when he founded Boonesborough in 1773. Here Squire made his home until 1779 when he moved to a spot near present-day Shelbyville, Kentucky, and established a small settlement known as Boone's Station. Squire Boone was highly regarded by his pioneer neighbors. He served as their representative in the Virginia Legislature and was a member of the Virginia legislature which ratified the Constitution of the new United States.

Pioneer life was hard, and Squire Boone, like many others, was always on the go seeking a better spot. For a few years in the late 1780's he was in New Orleans working at his trade of gunsmithing. Then he tried St. Simon's Island off the Florida coast, hoping the mild climate would ease the physical ills he suffered from wounds received in Indian attacks in Kentucky. In 1799 he went with Daniel Boone beyond the Mississippi to the Spanish territory of Missouri and planned to make his home there, but his family, tired of constant moving about, refused to go. So he returned to Kentucky and Boone's Station. He also returned to trouble for land speculators had, in Squire Boone's own words, "hunted up a better title" to his land and he was dispossessed. To add to his woes, he was tossed in debtor's prison in Louisville in

1804, and though he was bailed out by friends, the humiliation embittered the old pioneer. He turned his back on Kentucky to seek a new life in Indiana.

So, in 1806, at the age of almost 70, he set out with his wife, his five sons, and five nephews and moved to what was to become Harrison County. Along the banks of Buck Creek about six miles from the Ohio River, the little band settled down in Boone's Settlement. Squire knew the area from previous hunting trips across the Ohio and once he had taken refuge in a cave there while being pursued by Indians.

Despite the ill luck which had befallen him in Kentucky, Squire's deep religious faith served him well in providing a contemplative outlook. He planned to build a mill on Buck Creek and quarried stones for the foundation from the area of the cave which had provided him refuge. He inscribed the stones with phrases of his own . . . phrases such as:

"Here I sit and sing my soul's salvation,
And praise the Lord of my creation."

Another inscription read:

"My God my life hath much befriended,
I'll praise Him till my days are ended."

The stone to go over the doorway was inscribed "Traveler's Rest", and another stone indicated his love of his native land with the inscription reading "Liberty, Property, Congress, America".

In Harrison County, Squire found the peace and contentment that had so long eluded him. His sons, Jonathan, Moses, Isaiah and Enoch, played important roles in the early history of Harrison County and his cousin, John Boone, was a member of the convention at Corydon which drew up the Constitution of the new State of Indiana. John Boone also founded the town of Laconia in 1816. Squire's son, Moses, helped build the old Goshen Church in 1813 which still stands as one of the county's oldest landmarks. Before the old pioneer died in 1815 he requested that he be buried in the cave which had served him so many years before as a haven of safety from Indians. His wish was fulfilled.

No monument today marks his tomb, though the spot is still known as Boone's Grave Cave. Even his bones have been scattered by vandals. But the name Boone Township perpetuates the memory of this pioneer whose westward wanderings came to a happy conclusion in Harrison County.

Historical Series XVI

THE AIR AGE COMES TO NEW ALBANY

The year was about 1910. An unfamiliar roar echoing over the Ohio River attracted numerous New Albany residents to the shore. They had to look upward to see what

was causing the racket. A Curtiss pusher plane with propellers in the rear and the pilot exposed to the breeze, was winging up the river. At Silver Hills the plane banked, turned and flew back to the old Kentucky State Fairground in Louisville. New Albany residents had received its first introduction to the dawning air age.

Though New Albany had received a glimpse of the air age in 1910, a decade was to pass before the new mode of transport was to take root in the city. Some excitement occurred during World War I when an Army Corps training plane from Fort Knox made a forced landing on Charlestown Road about where veterinarian H. G. Hollis today has his clinic, but it was not until 1920 that the air age actually arrived in New Albany.

In that year Henry Fawcett, a New Albany World War I veteran of the Air Corps, began operating sight-seeing trips in a two-seat open cockpit plane, using a field on his father's farm near Captain Frank Road as a landing strip. Extra revenue came from the Dowagiac, Michigan, Fishing Tackle Company which utilized the side of the plane as a flying billboard advertising its products.

Then, about 1921, came the Mason-Dixon Air Line, an ill-fated venture which established an airport and built a hanger on Charlestown Road on land now occupied by the United States Steel Homes plant. Promoter of this air venture was Ernest Mason, another Air Corps veteran of World War I who came to New Albany from Indianapolis. In a play on words, he added Dixon after his own name to the company's title. Probably the fact that the Ohio River is regarded as a boundary between north and south, just as the Mason-Dixon line is, helped inspire the company name. The Mason-Dixon Air Line provided private charter service and sightseeing flights, but the operation was never the success its promoters hoped it would be.

A series of accidents marred its record, including a crash near Pekin, Indiana, and a crash at the field on Charlestown Road in which Mason was severely injured. That proved to be the end of the Mason-Dixon Air Line after some two years of precarious existence.

Meanwhile developments in Clark County were to shift the focus of air development in this area away from New Albany. In the early 1920's the Curtiss-Wright Aircraft Corporation, optimistically viewing the future of air transport, purchased a large tract of land north of Clarksville with the hope that it might some day become a major airport serving the entire metropolitan Louisville area. Curtiss-Wright had purchased other tracts at other major cities across the nation, but its high hopes never materialized.

A small airport had been set up in the Greenacres area of Clarksville just south of the Curtiss-Wright tract

by Russell Beeler of New Albany and others. Beeler had become interested in aviation during World War I and later served as a cadet in the Army Air Corps. Then in 1928 Beeler leased the unused Curtiss-Wright land and set up an airport and flying school. Beeler's Field was the first successful airport operation in the New Albany-Jeffersonville area.

It was from this field about 1935 that the first and only airmail flight from this area was operated. To publicize airmail, flights were operated simultaneously from many points over Indiana to Indianapolis. Beeler piloted the local plane and was the first to arrive in the Hoosier capital. The Curtiss Condor plane in which Admiral Richard Byrd flew over the South Pole on his first Antarctic expedition also visited Beeler's Field, taking passengers aloft on sightseeing flights. It was brought here by owner Clarence Chamberlain, a pioneer trans-Atlantic flyer.

Beeler operated the field until December 7, 1941, the day of the Japanese attack on Pearl Harbor. Government security restrictions made it almost impossible to keep small airports open. In addition, Beeler was away serving in the Army Air Corps.

At the close of the war there was much discussion in New Albany and Jeffersonville of making the field into a municipal airport serving the two towns and utilizing Federal aid which was available for such projects. Though the plan came near to reality, the field was purchased from Curtiss-Wright by Charles Bush of Ramsey, Indiana before the project could be carried through. It was operated as the Bush Airport for several years, then was closed in 1954 to make way for an announced subdivision development.

Today Hap's Airport on Potter Lane in Clark County provides facilities for private planes and flying instruction in this area. But a large new airport serving large aircraft may be in the offing for the New Albany-Jeffersonville area if the recommendation of the Indiana State Aeronautics Commission is carried out. The Commission recommended recently that a new airport be built in the area. The air age may be dawning in New Albany in earnest.

Historical Series XVII

DAYS OF THE TOLL ROADS

The grimy, blackened flatbed press of the old New Albany Ledger churned into motion and as the printed sheets emerged the pressmen carefully looked them over. The year was 1850 and a new book was being put to press—a book titled "A Brief Practical Treatise on the Construction and Management of Plank Roads." The book was

widely read all over Indiana and in New Albany it produced immediate effects.

In this day of four-lane ribbons of concrete linking city to city it is difficult to visualize the muddy trails which passed for roads a century ago. Some old photographs of Civil War vintage show graphically the poor condition of even the more important roads.

There was scarcely any long-distance travel by roads in horse and buggy days, yet by the middle of the last century local traffic between nearby towns had increased to the point that road improvements were a vital necessity.

The question was how to finance the improvements. The State of Indiana had embarked in 1837 on a vast internal improvements scheme that provided for state construction of roads, canals and railroads. But so great was the cost that the young Hoosier state, long on ambition and short on cash, was forced almost into bankruptcy. One of the projects was a paved turnpike linking New Albany and Vincennes. This road, today's Highway 150, was finished as far as Paoli when the money ran out. That is why, even to this day, Road 150 is called the Paoli Pike and not the Vincennes Pike. To gain some return on its expenditure, the State leased the road to a private company which then charged tolls on traffic using the thoroughfare.

This was the first toll road in Floyd County and for a decade it remained the only one. On other roads the mud continued to get deeper and deeper.

Then the idea of the plank road was evolved. Paving road with stone or asphalt was expensive. But timber was plentiful and lumber was cheap. Why not, it was asked, build roads of wood? Just lay wooden stringers along the side and down the middle of the road, put heavy wooden planks across the road and nail the planks to the stringers.

And that was the message carried by the book published in New Albany in 1850. It was written by Robert Dale Owen, distinguished son of the founder of the short-lived communal colony at New Harmony, Indiana. Owen's book was one of the first published in the United States on the subject of plank roads, and his words found a receptive audience in this area.

New Albany businessmen recognized the need for better roads, particularly to Corydon and began making plans for a plank road. To stir up public interest a public meeting was held. Robert Dale Owen was the principal speaker. So came into being the New Albany, Lanesville and Corydon Plank Road Company, chartered in 1851. The company sold stock and started work. The going was difficult, particularly blasting a new grade up the Knobs

to Edwardsville. Sometimes money ran low, but in 1856 the 20-mile road was opened. Toll houses were located at Corydon, Lanesville, Edwardsville and in New Albany on the outskirts of town where the road curved around the base of Silver Hills. The route was well-engineered for the 1850's and even today Road 62 follows almost exactly every curve and rise in the old plank road.

Another plank road was built about 1851, too, linking New Albany with Jeffersonville and from Jeffersonville another plank road extended to Charlestown.

It soon became apparent that plank roads were easy to build, but hard to keep in repair. The planks were constantly coming loose and exposure to weather made them deteriorate rapidly. So through the years the planks were replaced with stone and tar if sufficient money was available, or with loose crushed rock if the treasury was pinched.

The original route of the New Albany and Jeffersonville Plank Road was taken over by the Pennsylvania Railroad for its line to New Albany in 1865, and another toll road, built of tar and crushed rock, was built from the end of Market Street and through Harrison Avenue in Clarksville on to Jeffersonville.

But the Corydon Pike, the most ambitious of the roads built in this area by private enterprise, continued the tenor of its ways and even achieved a certain distinction by being the last toll road in Indiana—the last until the recent construction of the Indiana Turnpike across the northern end of the state.

It was the automobile which brought the end of the toll road, because motorists wanted free paved roads everywhere and were willing to pay a tax on gasoline to achieve that goal. Sometime before 1921 Harrison County bought the section of the road in that county and made it free, and then in 1921 Floyd County followed suit.

Later the route became part of the State Highway system, a cherished dream of a century ago still doing yeoman service today.

Historical Series XVIII

IRON WORKING IN NEW ALBANY

In 1826 the Duke of Saxe-Weimar passed through New Albany during his tour of the United States. Describing the town he wrote; "it has a factory of steam engines, which finds good employment here". The duke was describing the iron foundry of Morton & Cox, established about a year earlier. It was the beginning of the iron working industry in New Albany—an industry which later was to dominate the city's industrial scene.

New Albany's pre-eminence as a boat building center in the early years of its history gave rise to its later

reputation as a city of iron works, for boats needed boilers and engines, and foundries soon sprang up to meet the need. The Morton & Cox Foundry, established on the river front about 1825 by two enterprising partners from Cincinnati, was the first and for many years was probably the only one. But later, as steamboat building grew in importance, the foundry business expanded.

In 1843 the Morton & Cox Foundry was taken over by Lent, South & Shipman and became well-known up and down the river under its trade name of the Phoenix Foundry. One-hundred and 50 men were employed at the Phoenix. Other iron workers found employment at the American Foundry, owned by Peter Tellon, and at the foundry of Phillips, Hise & Co.

But the Civil War, which brought an end to boat building in New Albany, likewise had a profound influence on iron working in the city—an opposite influence. With the end of steamboat building, New Albany capital sought other fields of investment. The experience gained by the foundries in building steamboat engines and boilers, as well as other types of machinery, seemed to point the way. And, as the 1860's drew to a close, the sprawling buildings and smoke-belching stacks along the river front announced that a new industrial day had dawned for the city—the smaller foundries of an earlier day were giving way to the rolling mills and iron works of a new age.

Two industrial giants dominated the iron working field in New Albany in the late 19th Century—the New Albany Rolling Mills and the Ohio Falls Iron Works. The Iron Works was controlled by Washington C. DePauw, a capitalist who invested in many business and industrial enterprises at that time. The Iron Works produced bridge girders, iron bars, cast iron fronts for buildings, nails, spikes and other assorted iron products. The first bridge over the Ohio River in the Falls Cities area—the Pennsylvania Railroad Bridge—was built with girders from the Iron Works.

The Rolling Mill, owned by Bargdon & Co., specialized in railroad rails and could turn out 100 tons per day. Much of the output of the mill went to the South for rebuilding railroads destroyed during the Civil War. New railroads in this area, such as the St. Louis Air Line, provided a market also and in the days when city street car lines were being built at a rapid rate the mill did a flourishing business in trolley rails. The rolling mill also turned out large quantities of sheet iron.

Smaller iron-working enterprises also flourished. The New Albany Foundry, dating back before the Civil War, was in business as Webster & Pitt. Zier & Co., founded during the war years, turned out boilers. The Western Axe & Edge Tool Works started business in 1869. The

axe handles, ironically, were provided by Hill & Co. which in earlier times had built the hulls for some of the most famous river steamers.

The New Albany Manufacturing Co., founded in 1874 by Washington DePauw and Charles Hegewald, specialized in saw and derrick machines for stone quarries. The best customers were the quarries at Bedford, Indiana. Later, in 1889, Hegewald set up his own business making boilers, marine engines and various types of iron castings. He had come from Germany in 1853 and had been foreman of the old American Foundry for Peter Tellon.

It was an impressive industrial picture, but as the 19th Century drew to a close the two giants of the New Albany iron industry found themselves in trouble. Steel was beginning to replace iron in many applications, and railroad building was reaching a saturation point. A remedy was sought in consolidation. In 1899 the two concerns merged as the Ohio Falls Iron Co. Under aggressive management the new company was able to tap many new markets and employment at the time of World War I stood at 800.

The plant continued as New Albany's largest employer all through the 1920's, but the economic depression of the 1930's spelled its doom. Today the flood wall has obliterated all traces of the ironworks which have joined the shipyards as part of the thread from which the fabric of New Albany history has been woven.

Historical Series XIX

OH, FOR THE LIFE OF A FIREMAN

Winter months are the busiest season for fire departments—for cold weather means buildings must be heated, and the friendly, warming glow of the fire sometimes turns into a blazing inferno destroying life and property—as recent news stories show. But fires can strike at any season. The story of some of the spectacular fires in New Albany's past will be related after this message from Union National. . . .

On a chilly February night 35 years ago the summit of the Knobs northwest of New Albany presented a spectacular sight—tongues of flame leaped high into the black sky while hundreds of New Albany residents gazed upward at the fantastic scene. So bright was the blaze that it was visible in many areas of Louisville.

The mansion of George D. Todd, built on the highest spot of what is now Altawood, was afire. Todd, owner of the Todd Hame & Chain Co., was a Louisville resident and used his Knobs home only during the summer months. The flames in the home, occupied only by a caretaker, were raging out of control by the time the fire was discovered.

Firemen, hampered by lack of sufficient water, only could stand helplessly by as the huge, rambling structure was reduced to a smoking ruin. The loss totaled \$150,000 in 1923 values, the greatest residential fire loss in local history. In fact, the only fire losses exceeding that of the Todd home have been two tremendous infernoes at the Wood-Mosaic Company — one in 1913 and another in 1930.

The 1913 blaze resulted in the greatest fire loss in New Albany history — \$200,00. The first, on August 1, caused damages of \$180,000 to the plant and to the valuable wood used in manufacturing. But so fierce were the flames that 20 nearby cottages in the area south of Main Street and east of the K & I Bridge were destroyed, adding \$20,000 to the loss.

In 1930 there were actually two fires at the Wood-Mosaic plant — one on October 1 resulting in a loss of \$188,000 and another five days later totaling \$80,000. That October of 1930 is remembered by New Albany firemen as probably the worst 30-day period for fires in the city's history. In addition to the two fires at Wood-Mosaic, a \$75,000 blaze was sandwiched between on October 3 at the Hopkins Fertilizer plant along the river bank, and then the following month a \$40,000 fire struck the Floyd County Veneer Company. Fires at wood-working plants always are difficult to fight with all the wood used in the manufacturing processes adding to the intensity of the flames. The New Albany Box & Basket Company has been struck by two major fires — one on January 31, 1924 totaling a \$30,000 loss and another in June of the same year causing damages of \$15,000.

New Albany in its early history was luckily free from the disastrous conflagrations that swept large areas of many other communities in the days of primitive fire-fighting techniques and volunteer firemen. One blaze which did threaten to get out of hand was stopped by the prompt action of New Albany housewives.

The date was July 9, 1863 and all of New Albany's able-bodied men were patrolling the Knobs, guarding against an expected attack from General John Hunt Morgan, the Confederate raider who was sweeping through Southern Indiana. Then fire was discovered in the Sweet Gum Livery Stable in the business district. The greedy flames, fed by the large quantities of straw and feed, licked at the sprawling wooden structure. Horses whinnied in terror while sparks ominously spiraled upward threatening nearby buildings. Then the city's women came to the rescue, rushing to the fire stations and dragging the hand-drawn equipment to the fire, manning the hand pumps and playing streams of water on the blazing stable. They kept the fire under control until firemen and equipment from across the river could be rushed to New Albany on a ferry boat. New Albany's women saved the

city from a fire that might have leveled the business district.

Two years later, at the close of the Civil War, a regular paid Fire Department was established by the City Government. Perhaps the lesson of the Sweet Gum Stable pointed up the gaps left by volunteer firemen in an urban center. Today five fire houses, in strategic locations, are ready to send men and equipment instantly to the scene of a blaze . . . ready to keep fire loss figures as low as possible.

Historical Series XX

LOCAL BOY MAKES GOOD —

THE STORY OF SOME OF NEW ALBANY'S SONS

"Local Boy Makes Good" is a phrase which has passed into the language — a phrase reflecting local pride in the accomplishments of those who have gone out from their local community to achieve renown on a wider stage. New Albany has had a goodly share of those whom the phrase applies. Today's program is devoted to some of these sons of New Albany.

Nestling in the rugged Pennsylvania hills near Pittsburgh is the community of Ford City and in Ford City stands a statue of John B. Ford, the man for whom the town is named. The founding of Ford City represented a triumph over almost insurmountable odds — a story which had its beginning in New Albany. John B. Ford is well-known, of course, as the man who first successfully made plate glass in the U.S. — made it here in New Albany just after the Civil War.

But after that success, financial trouble plagued Ford's every move. Finally, seeking to recoup his fortune in greener pastures, Ford was forced to borrow \$100 for travel expenses. He borrowed it from George Schmitt, a New Albany teamster who earlier had been hired by Ford to haul a sheet of plate glass to the Hieb tailor shop at 318 Pearl Street — the first American-made plate glass ever installed.

That \$100, borrowed in New Albany when Ford was 69, proved to be the key to ultimate triumph, and today Ford's name is perpetuated in the Libby-Owens-Ford Glass Company.

Ford's name will always be bright in the story of America's industrial development. The name of another New Albanian is equally well known in the field of literature — the name of William Vaughn Moody. Moody, as Ford, was not a native of New Albany, but he spent his formative years here and graduated from New Albany High School in 1885 as class valedictorian. Acknowledged in the early years of this century as one of the leading

Americans in the school of poetry known as "symbolism," Moody's first published poem appeared in 1885 in the **Public Press**, a New Albany newspaper of that time.

It was at that time that Moody took art instruction from Ferd Walker, well-known New Albany artist, and it seemed he might make painting his career. But literature was his field and after his initial success as a poet he gained even greater fame as a playwright. His play, "The Great Divide," written in 1906, is still a landmark in the history of American drama and was made into a movie some years ago. Many New Albany residents declared they could recognize local personalities in Moody's plays.

Moody left New Albany before Warren Kerrigan arrived, but the two had one interest in common—the theatre. Kerrigan, though born in Louisville, was brought to New Albany by his family while he was yet an infant, grew up here and sang in the choir of St. Paul's Episcopal Church and was graduated from New Albany High School. He became an actor in traveling stock companies, but the advent of motion pictures provided Kerrigan his real opportunity. His role in "The Covered Wagon," one of the most famous of early motion pictures, made him nationally known and Kerrigan became one of the "matinee idols" of the 1920's. New Albany honored him by naming one of its early motion picture theatres after him.

A galaxy of other names are associated with New Albany—Mary Anderson, famous as an actress at the turn of the century, spent her girlhood on the farm which now is Mt. St. Francis Seminary. The Mary Anderson Theatre in Louisville is named for her. William Wallace Atterbury, head of the U.S. Army Railroad Corps in Europe in World War I and later president of the Pennsylvania Railroad, was the son of a minister of the Second Presbyterian Church on Bank Street. Camp Atterbury, near Columbus, Indiana, perpetuates his name. A literary figure of an earlier area was Forscythe Wilson whose poem "The Old Sergeant," is one of the better known pieces of writing from the Civil War.

And then there was Norman J. Colman, forgotten in New Albany today but one of the city's best-known citizens of a century ago. He was well-known in Greenville, too, as the first principal of the short-lived Greenville Seminary. Later he became the first man to occupy the cabinet post of secretary of agriculture. Next week's program will tell his story.

Historical Series XXI

NORMAN J. COLMAN AND THE FLOYD COUNTY SEMINARY

An unusual Floyd County educational venture was beginning its brief career 108 years ago in Greenville. The

Floyd County Seminary, a cross between a modern high school and a junior college, had opened in January, 1850. In March the first quarter of studies was drawing to a close. Students were busily preparing for final examinations and Norman J. Colman, the Seminary's young principal, was making plans for the second quarter which opened on April 1.

In the mid-nineteenth century school teachers often began their careers at an early age — often in their teens. And when the Floyd County Seminary, an institution of higher learning, opened in 1850 Principal Norman J. Colman was only 22. The school was welcomed by the citizens of Greenville who hoped their town would reap many benefits from the new institution. County seminaries then were common in Indiana and were set up under a special State law providing for the accumulation of a Seminary fund from tax revenues. Plans for the Floyd County Seminary were made as early as 1839, but it required 10 years to accumulate \$2,000 for the Seminary fund, and then Greenville residents subscribed an additional \$800 to secure the school for their town.

For this sum it was possible to erect a large 2-story brick building on land donated by Isaac Redman. One of the trustees appointed to oversee the new school was John B. Ford of Greenville who was later to achieve fame with his glass works in New Albany.

As young Norman Colman sat at his desk planning the academic courses of the school he probably harked back to the time not too long before when he had attended a similar school in his native New York State. Colman had been born near the town of Richfield Springs and after graduation had come to Louisville to teach school about 1846. While in Louisville he also took time to attend the law school of the University of Louisville. Then had come the opportunity to be principal of the new Floyd County Seminary.

But the new educational venture, despite all the high hopes which attended its founding, proved to be short-lived. The Hoosier legislature in 1852 approved the first laws establishing the public school system as we know it today. This spelled the end of the older county seminaries for the new law provided that they be closed and their assets be turned over to the new public school systems. So scarcely two years after it was opened, the Floyd County Seminary closed its doors. Some 100 students had been attending the school, paying tuition of \$4 to \$8 a semester and finding board and lodging in Greenville homes at \$1 a week.

The closing of the Seminary proved to be the end of Colman's teaching career, for he now turned to the practice of law and joined forces with a rising young

New Albany attorney, Michael Kerr. Kerr and Colman both were Democrats and Kerr was to become speaker of the U. S. House of Representatives shortly after the Civil War. Colman, too, was active in local Democratic politics and New Albany newspapers of the 1850's contain many references to Colman's speeches at Democratic rallies. He became well known in New Albany and was elected prosecuting attorney for the Court of Common pleas, a legal division no longer in existence.

But there was one ambition burning bright in Colman's mind and it was neither teaching nor the legal profession. In his youth Colman had eagerly looked forward to each issue of **The Albany Cultivator**, a farm-paper to which his father subscribed. He determined then that some day he, too, would publish a farm newspaper. And when the opportunity came shortly before the Civil War to join the staff of **The Valley Farmer**, published in St. Louis, Colman snatched at the opportunity. He resigned his elected office and set out for Missouri.

But it was not long until the booming guns at Fort Sumter signalled that the political storm clouds which had become blacker and blacker had let loose the storm of civil conflict. Colman, a staunch Unionist, served his country with distinction as a lieutenant-colonel in the 85th Missouri Militia regiment. But as soon as the war was over he was back in St. Louis, this time as owner of **The Valley Farmer** which he changed to **Colman's Rural World**. The paper became a vigorous spokesman for the midwestern farmer during the turbulent days of political debate over the gold standard, over the growth of the Grange movement and over other problems facing the farmer.

In 1874 Colman was elected lieutenant-governor of Missouri and in 1885, because of the reputation he had built for himself as an expert on farm affairs, he was named U. S. Commissioner of Agriculture by President Grover Cleveland.

Old New Albany friends sent congratulations and cheered him on as his capabilities brought new dignity to the post he occupied. There still were personal ties in Floyd County, too, for Colman. His wife was the former Clara Porter whom he had married before he went to St. Louis. She had been a student at the Seminary, not much younger than Principal Colman. During his term as Commissioner, Colman was able to secure Congressional legislation setting up the first agricultural experiment stations, forerunners of the experiment stations which are found today in all parts of the nation.

Because of the outstanding accomplishments which Colman achieved during his work in Washington, the post of Commissioner of Agriculture was elevated to cabinet status and on February 11, 1889, President Cleve-

land named Norman Colman as first Secretary of Agriculture. It was the climax of the career of the former principal of the Floyd County Seminary.

Colman's agricultural paper survived his death in 1911 and today the **Missouri Realist**, direct descendant of Colman's **Rural World** continues to spread the message of agricultural progress.

Historical Series XXII

SPORTS IN NEW ALBANY'S PAST

"Take me out to the ball game, take me out to the park." Those words from a popular song of yesteryear reflect the popularity of baseball as the great American sport in cities and towns throughout the nation. And in New Albany, too, going out to the ball park was a favorite diversion in years gone by—in days when ball parks and grandstands were a part of the New Albany scene. The story of baseball and other sports in New Albany will follow this announcement from Union National Bank.

In the days before the Civil War, baseball, and indeed most any type of organized sports, were almost unknown in the United States. But one of the unexpected by-products of the great civil conflict of the 1860's was the phenomenal spread of baseball to all parts of the United States—both on the sandlots and as a professional sport. Abner Doubleday of Cooperstown, N.Y., is credited with being the originator of baseball. And it is perhaps significant in sports history in this area that Capt. Doubleday was a member of the Union garrison at Fort Sumter along with Lt. Jefferson Davis, a New Albany native, at the time the Civil War started.

Davis later resided in Clark County and returned there after the war. Whether he brought back baseball with him or not is unknown, but it was in the years after the war that baseball came to New Albany. It is known that baseball became a favorite game in the army camps and that returned veterans took back a taste for the game to localities all over the nation.

Baseball in its early days in New Albany was strictly an amateur sport, with numerous teams here playing each other and teams from Jeffersonville, Louisville and other nearby areas. Teams were often organized on the spur of the moment and as quickly disbanded. But so popular did the sport become that professionalism soon entered the picture and by the 1880's the New Albany Browns, a semi-professional team, was playing to packed stands at the old ball park that extended north from Culbertson along 15th Street and east toward Vincennes. The stand and bleachers along 15th Street accommodated several thousand spectators.

After the turn of the century the focus of baseball activities was shifted to the new Glenwood Park at the end of Spring Street along Silver Creek. The Glenwoods, a semi-professional team, played at the diamond set up in the new Park. The local Red Men Lodge and the Calumet Club teams also played there.

Another fenced ball park with grandstand was located on State Street at Cottom in the early years of this century in the neighborhood where the Butcher Seventh Street and Cherry where the North Side Athletics played about the time of World War I.

New Albany's last ball park disappeared about 15 years ago. Located north of Charlestown Road near Silver Street, this field was obliterated when the Mann Court Subdivision was built. In its later years this was the home field of the Bensinger team, but in earlier years the New Albany Browns had played there.

Basketball, today far and away the top sport here and all through the Hoosier state, got its start in New Albany at the Y.M.C.A. built in the 1890's at Main and Pearl. The old building was torn down about four years ago to make way for the new Municipal Parking Lot. The Y.M.C.A. had the first indoor gymnasium in New Albany and soon intra-mural teams were formed to play the brand new game of basketball which had been developed as an indoor game for winter months when outdoor sports were impossible. Four teams were formed—the Anchors, the Arrows, the Keystones and the Stars.

The new game didn't attract too much attention in its first years. Then the momentum began to build up. The first New Albany High School basketball team was organized about 1902 and played home games at the Y.M.C.A. It wasn't a particularly strong aggregation in the early years, and in 1904 lost every game of the season. But in 1906 high school basketball here got a shot in the arm with the completion of the new high school on Spring Street with an indoor gymnasium.

Then the following year the organization of the team as it is managed today came into being. Before 1907 the high school team operated rather independently of the school, playing non-school teams in the Y.M.C.A. League. But that year the captain was suspended from play because of low grades. The team then claimed it was operating as an independent organization and the captain returned to the team. As a result, the School Board took action to put all high school athletics under the direct control of the school—just as it is today.

Football in New Albany will always be associated with the name of Harry Buerk. The first football team at New Albany High School was organized in the fall of 1900 and two years later Earl Walker, a faculty member, spurred school interest in the team. But when

Buerk arrived from Borden College in 1904 to become high school principal he took over the training and management of the team and put the Bulldogs in the top rank. It is fitting that the High School athletic field is named in his honor.

Through the years New Albany has contributed many greats and near-greats to the sports world. Best known today are Billy Herman, star infielder who became coach of the Brooklyn Dodgers and now is with the Milwaukee club, and Jim Henry, now a student at Vanderbilt and second leading scorer in the Southeastern Basketball Conference.

And today, with basketball in the headlines, its interesting to turn back to the New Albany High School annual, the Vista for 1905 for a quote. "We trust," wrote a student that year, "that the crowning games in years to come at dear old New Albany High School will be basketball."

Historical Series XXIII

HOW DID SILVER CREEK GETS ITS NAME?

There has been much speculation through the years as to the origin of the name of Silver Hills. Yet, oddly enough, the question has seldom been raised as to the origin of the name of Silver Creek. It has been called Silver Creek since the earliest days of white settlement in this area and the name seems intertwined with persistent legends of a silver mine somewhere along its banks.

The very earliest references to the Knobs northwest of New Albany always give them the name Silver Creek Hills. The name persists in printed records as late as the 1840's. Then the word "creek" was gradually dropped from the name and they became simply the Silver Hills. Real estate developers of the 1890's took the name, which had been applied to the whole range of Knobs extending north through Washington County, and applied it specifically to only the southern tip of the Knobs at the west end of New Albany — the Silver Hills of today.

So it seems that the mystery of the name of Silver Hills is really no mystery at all. They were named for Silver Creek which in its upper reaches skirts the base of the Knobs and receives much of its flow of water by providing an outlet for streams and springs in the Knobs. The mystery now is the origin of the name of Silver Creek.

The creek apparently received its name sometime between 1776 and 1783. A map of the Falls of the Ohio made in 1776 shows many creeks in this area were already

named—Beargrass Creek, for example. But Silver Creek is merely indicated on the map without a name. Land deeds dated 1783, when the Clark Grant was appropriated to veterans of George Rogers Clark's campaign, refer to the stream as Silver Creek. So it would seem that the creek was not named until settlers began arriving. It would also seem that the settlers named it immediately. But why did they pick the name Silver.

From the sketchy information handed down mostly by word of mouth the name seems to have originated from the widespread belief that there was a silver mine or buried silver in the Knobs or in the vicinity of the creek.

All sorts of folk legends concerning this silvery treasure have hovered like shadows in the background of the authentic history of this area. The simplest of the legends says that about 1775 a band of roving Indians buried on the bank of the creek a keg of silver. Other stories say the Indians knew the location of a silver mine where silver was found in its almost pure state and that they carried this valuable ore to British traders in Canada. Other more elaborate legends tell of the Indians rewarding one or another early settler or hunter whom they admired by giving them a bag of silver under dramatic circumstances—the fortunate white man was blindfolded, then taken through the woods and deep into a cave. There the blindfold was removed and he beheld vast quantities of silver. After he received his gift he was again blindfolded, taken back to his camp or cabin and admonished never to try to find the cave. Even today a cave near Charlestown is known as the Cave of the Silver Find—though it is empty of silver.

Other versions say that early flatboatmen floating down the river would point to the Knobs as they passed and say something to the effect that "Yonder range of hills is rich in silver ore." Probably they did, since the legend of silver in this area was so widespread.

Some legends are even more specific. There is one, for example, about Nathan Phelps who is said to have settled near the boundary of Clark and Washington Counties early in the 1800's. During a hunting expedition in the Knobs, Phelps and a friend named Brooks are alleged to have discovered an excavation and near it a crude furnace of stone—the lost Indian mine. They are supposed to have smelted much silver. Then, the legend says, Brooks died of a rattlesnake bite and the Indian attack at Pigeon Roost in 1812 forced Phelps and his family to seek shelter at Louisville. Shortly after he went to New Orleans where he was taken ill with yellow fever and died.

But before he died he made a map showing the location of the mine. This map placed it in the vicinity of

the Round Top, one of the Knobs some distance north of New Albany.

According to the legend the mine was in a heavily wooded ravine marked as its entrance by a picture carved on a tree of an Indian with drawn bow. The arrow of the bow pointed toward the mine, the story says. Settlers in the area searched for the mine in vain and later, the legend says, Phelps' son also attempted to find the mine but was unsuccessful.

Another version of the story tells of a man named Marshall who discovered the mine and smelted the ore into silver.

Whatever grain of truth may or may not be contained in these legends, it is a matter of official record that some early settlers in this area took the story of the silver mine very seriously. There exists in the files of the U.S. State Department in Washington early letters concerning the attempt of a group of inhabitants to lease land where the silver mine supposedly was located, but the letters do not give the location. A Joseph Paddocks of Harrison County, along with others whose names are not recorded, wanted to lease the land in 1812 and sought permission to coin U.S. money from the silver. Permission to coin the money was denied by the Treasury Department, but what further developments occurred is not known.

A clue as to the origin of the story of silver may be contained in a report of the Indiana Geological Survey back in the 1870's. A state geologist making surveys in Harrison County heard stories of an old Indian silver mine which was located on the farm of Philip Blume on the west side of Indian Creek in Scott Township. Investigating the site he found that there was indeed an old excavation which had been made many years before. Then examining closely he found what the Indians had been seeking. There, intermixed with the limestone, he found flint — a special kind of flint which could be easily worked into arrowheads and other implements. It may be significant that this type of flint only occurs where argillaceous limestone is found — a geological term meaning silvery limestone. The old stories of Indians who returned to this area long after white settlers moved in and then went back home with loaded leather bags probably arose from Indians returning to this area to dig for flint, the geologist concluded.

That's as much as is known about the legend. Perhaps that's all that ever will be known. And so the mystery remains — did the Indians seek out the silvery limestone because that is the location of good flint, or is there a lost silver mine somewhere near Silver Creek?

Historical Series XXIV

THE STORY OF MUSIC IN NEW ALBANY

Music has played a part in the New Albany story since the very earliest days of the community—since that time early in 1817 when an old familiar hymn sung by Hannah Rough as she went about her tasks in her small shop inspired another settler to form a prayer group which developed into the city's first church, Wesley Chapel Methodist. Even more than a century ago there was enough interest in music that Dollen's Music Store was founded. The story of music in New Albany will follow this announcement from Union National Bank.

The first formal musical organization in New Albany of which there is any record, aside from church choirs, was "The Callioxean Society" which was in existence in 1847. This was closely followed by the Handel and Hayden Society which was formed well over a century ago. This latter group met regularly in the old American Hall on the southwst corner of State and Market to make music and to enjoy social fellowship. But about 1860 it was disbanded for some reason and was succeeded by the New Albany Musical Association, another singing group.

Instrumental groups, too, were active before the Civil War, with the New Albany Brass Band organized prior to 1847. The Silver Band, probably New Albany's best known and most long-lived band, dated from 1848. and 1880's. Before the Civil War the best known was Reisinger's Saxe Horn Band—a group which in 1856 won the Hoosier championship when it was judged best in a state-wide band contest. The New Albany band had a formidable opponent in a group from Bloomington, but carried off the satin banner of victory with the rendition of a selection from the opera *Lucia de Lammermoor*. New Albany had a military band in the early days, too, drawn from members of the Spencer Greys, a local militia company which saw service in the Mexican War.

In the years immediately after the Civil War the Silver Band, the New Albany Musical Union and Mannerchor dominated the musical scene in New Albany. The Musical Union was apparently a reorganization of the New Albany Musical Association and the Mannerchor was a male chorus formed by the Germans who had become an important element of the local population. The Mannerchor met in the same hall which had been home to the Handel and Hayden Society in earlier years.

Then, during the 1880's the Second Presbyterian Church began to emerge as a center of good music in New Albany. Mrs. Jennie Gebhardt Hedden, a member of the church, had brought with her from her native

Pennsylvania a love of music and song and through her inspiration the church became noted throughout the Falls Cities for the quality of its choir. Special programs often were given on Sunday afternoon devoted to music alone.

The 1890's were particularly rich in musical development, even though during this period the New Albany Musical Union and the Silver Band vanished from the scene. At the beginning of the decade the Treble Clef was organized by Charles Shackleton who directed the Male Chorus, a group which had been formed a few years earlier. The Treble Clef was a sort of women's auxiliary to the Male Chorus and counted Mrs. Jennie Hedden as one of its best singers. In 1891 the Mannerchor was so well established that it purchased the unused Universalist Church building on Spring Street—the building now occupied by Lawn-Do-All Sales.

In 1895 the Musical Literary Club, a study and concert group, was organized by Miss Adelaide Packard who also conducted a music school on Main Street in the building now occupied by the Labor Temple. The Mozart Club was organized in 1897 by Miss Amalie Scharf as a study group. And there was even a group called the New Albany Mandolin and Guitar Club.

In the early years of the present century musical activity and interest in music continued at a high pitch. Added to the roster of older organizations were the Mendelssohn Choir and the MacDowell Club, both directed by Earl Hedden; the St. Cecilia Club, directed by Harriet Devol; the Haydn Male Chorus, formed in 1907 by Anton Embs, and the Musical Club, directed by Ridgeway Gebhardt.

A more ambitious effort was the Summer Opera Company, formed in 1907 to present light opera at Glenwood Park under the direction of Earl Hedden. And it was about this time that Ed Platt and Reese Prosser, both of New Albany, achieved fame on the minstrel stage.

Instrumental groups included the Harmonic Orchestra and Dreyer's Band, the latter conducted by Henry Dreyer. This group was succeeded in the 1930's by the W.P.A. Band, sponsored as a Federal Government project. Concerts were presented every Sunday at Scribner Park by the W.P.A. Band. Another recent group was the New Albany Civic Orchestra conducted by Carl Eckhart and sponsored by St. Mark's Evangelical Church.

In 1929 a new musical organization came into being—one that still flourishes—the Jennie Gebhardt Hedden Music Study Club, named for the woman who had done so much during her lifetime to stimulate interest in music in New Albany. The club was organized by Miss Rosebrugh Roberts both as a memorial to Mrs. Hedden and to fill the gap caused by the disbanding of the Haydn Male Chorus and the Treble Clef.

Other musical groups active in this area today are the Floyd County Home Demonstration Chorus which draws its membership from the home demonstration clubs; the reactivated American Legion Drum & Bugle Corps, organized in 1929 and winner of many trophies, and the New Albany Civic Music Association which brings outstanding concert artists to the local stage. And so music continues as an important part of the New Albany story, just as it has been since the days when the city was little more than a clearing in the wilderness.

Historical Series XXV

PUBLIC UTILITIES IN NEW ALBANY

A new sight is being added to the lower end of the New Albany skyline these days — a huge, towering smokestack marking the site of the new power plant being constructed along the river front by the Public Service Company of Indiana. This multi-million dollar plant is the latest chapter in the century-old story of public utilities in New Albany — a story which will follow this message from Union National Bank.

More than 100 years ago, back in 1854, the first enterprise which today would be called a public utility was launched in New Albany. It was the New Albany Gas Light Company which set up shop at East Fourth and Sycamore, an area where the black bulk of gas storage tanks still dominates the scene. But gas lighting in those days was confined to dispelling the darkness from New Albany streets. Not until the years following the Civil War did gas lighting replace tallow candles and kerosene lamps in the city's homes.

Then in the late 1880's an even more dramatic development took place in the way of artificial light for the hours of darkness. On July 18, 1887, a franchise was granted to the New Albany Electric Light, Heat & Power Company to supply the city with the exciting new electric power, a form of energy regarded as somewhat dangerous by some skeptics. The new company had been organized by New Albany businessmen with John S. Briggs as president.

Electric lighting had already been introduced in some other cities and the older gas companies were casting worried glances at the new electric wires fanning out in all directions and replacing gas lights in many cases. So it was not surprising that less than two months later another electric light company was formed in New Albany. All the officers of the second company, called the Citizens Electric Light Company, were the same as

the officers of the New Albany Gas Company, including W. S. Culbertson as president of both. The gas company had decided to fight fire with fire, or in this case, electric lights with electric lights. So it was that for more than a decade New Albany had two electric power companies.

Both companies went into operation in 1888, the Electric Light, Heat & Power Company from a power plant on the river front at East Ninth and the Citizens Electric Light Company from a plant at East Fourth and Sycamore.

New Albany's first electric lights, just as its first gas lights, were confined to lighting the streets with the old-fashioned, sputtering arc light. But the spread of the incandescent light bulb spelled the gradual end of gas light in homes and businesses. The incandescent bulb had been invented by Thomas A. Edison, an electrical pioneer who had another and more indirect influence on utility development in New Albany.

In the early days of the electrical industry Edison had secured the services of a talented young Englishman named Sam Insull. Before long Insull was operating on his own, laying the foundation of a utilities empire that was to blanket the entire midwest. Shortly after the turn of the century Insull, whose headquarters were in Chicago, acquired the two New Albany lighting companies, plus the gas and electric utilities in Jeffersonville, and merged them as the United Gas & Electric Company.

A short time later he also gained control of the New Albany Water Works, a utility which dated back to 1876 when the reservoir on Silver Hill was built. The primary reason for launching this enterprise had been to assure adequate supplies of water for New Albany's expanding industries, but through the years it had also gradually replaced the home owners' cisterns and the public pumps on the corners with water piped into each home.

Meantime another revolutionary product of 19th Century scientific advancement had made its appearance in New Albany in 1883 — the telephone. The first few telephones in this city were installed by the Ohio Valley Telephone Company, a Louisville firm which extended its lines across the river. But, because Indiana law set rates too low for profitable operation, the service was withdrawn after two years. Not until 1889, after the rate law had been repealed, were the lines rebuilt. Three years later New Albany proudly boasted of 100 telephones.

Though that seems a mere handful, it was enough to encourage home capital to form a telephone company called, appropriately, the Home Telephone Company. This new venture set up an exchange at 214 E. Elm in a building which remained the nerve center of the New Albany telephone network until the present building was erected on Spring Street a few years ago.

The Ohio Valley Telephone Company later became the Cumberland, and about 1915 the Indian operations were taken over by the Southern Telephone Company of Indiana, which in turn became part of the Indiana Bell Telephone Company about 1920. The Home Telephone Company remained an independent enterprise until about 1925 when it, too, became a part of Indiana Bell.

Developments also were taking place in the gas, water and light services. About 1908 the United Gas & Electric and the Water Works offices were moved from the YMCA building at Pearl and Main to a new building at 138 E. Spring, a location only recently replaced by the new office and warehouse near Clarksville. Then as Insull's utility empire grew, all his local holdings, including the street railway and the interurban lines, were combined about 1922 with utilities in many other Southern Indiana communities to form the Interstate Public Service Company.

The Interstate Public Service Company vanished in the depression days of the early 1930's amid the collapse of the Insull empire. In its place came the Public Service Company of Indiana providing electric service; the Indiana Gas & Water Company handling those two essential services, and the Home Transit Company, providing local transportation.

Today, as during the past century, local public utilities are keeping pace with the growth of New Albany. The new power plant under construction is only the most dramatic example of the advances being made—expanded telephone service and extension of water services to new areas are other recent progressive moves. Public utilities, the services we take for granted, have become literally the lifeblood of the community.

Historical Series XXVI

WHO WAS THE FIRST SETTLER IN FLOYD COUNTY?

The opening program last fall in this current series on the history of Floyd County and surrounding areas, told of the earliest known settlers here—the ancient Mound Builders who were conquered and absorbed by the Indian tribes familiar to us from history books. Our program today also will discuss early settlers as we explore the question of who was the first white settler in Floyd County.

August 27, 1804 is an important date in the early history of Southern Indiana. On that date William Henry Harrison, governor of the Indiana Territory, negotiated

with the Indian tribes a treaty opening to white settlement the whole area lying between Clarksville and Vincennes. Before that date only two areas in Indiana were open to white settlers—the Clark Grant at the Falls of the Ohio and a large tract around Vincennes.

The route of U.S. Highway 150 today follows approximately the northern boundary of the territory ceded by the Indians. And that is not mere coincidence. One of Governor Harrison's primary motives in negotiating the treaty was to gain control from the Indians of the overland route between the settlements at the Falls of the Ohio and Vincennes, capital of the Indiana territory. That route was the famed Buffalo Trace, and the treaty line was drawn just far enough north so that the Buffalo Trace was no longer in Indian territory. Today Highway 150 follows much the same route as the old Buffalo Trace.

The news that this large area of Southern Indiana was legally open to settlement spread like wildfire through Kentucky. The signing of the Indian treaty meant settlers could move in and purchase land from the Government—and that meant clear title to the land rather than the bitter experience of disputed land claims which had caused trouble for many Kentucky pioneers.

That settlers moved across the Ohio River in great numbers is indicated by the fact that some three years after the treaty was signed, Josiah Trueblood built a grist mill on Falling Run Creek. This mill was in the present limits of New Albany near where Pearl Street crosses the creek. There were enough settlers at that early date to keep the mill busy grinding corn and wheat.

Though many details of the early history of Floyd County went unrecorded and have passed from memory, there is no doubt about who was the first settler to move into what is now Floyd County after the Indian treaty was signed.

On November 4, 1804, Robert Lafollette, a Kentuckian, was married in that state, probably in Louisville. The next day, accompanied by his young bride, he crossed the Ohio River into Indiana and made camp along the river near the point where the present Harrison County line crosses Road 111. Lafollette had already selected this site as his future home before his marriage. His nearest neighbors were at Clarksville up the river while another settler or two were down river about ten miles. Thus three months after the treaty was signed, the first settler arrived in Floyd County.

Lafollette immediately set to work to make a clearing and erect a one-room cabin. He furnished it with rude furniture he made himself from the logs he had cut. This pioneer home in the wilderness was completed in December, 1804. In the period before Trueblood's mill was erected on Falling Run Creek, Lafollette took his grain to

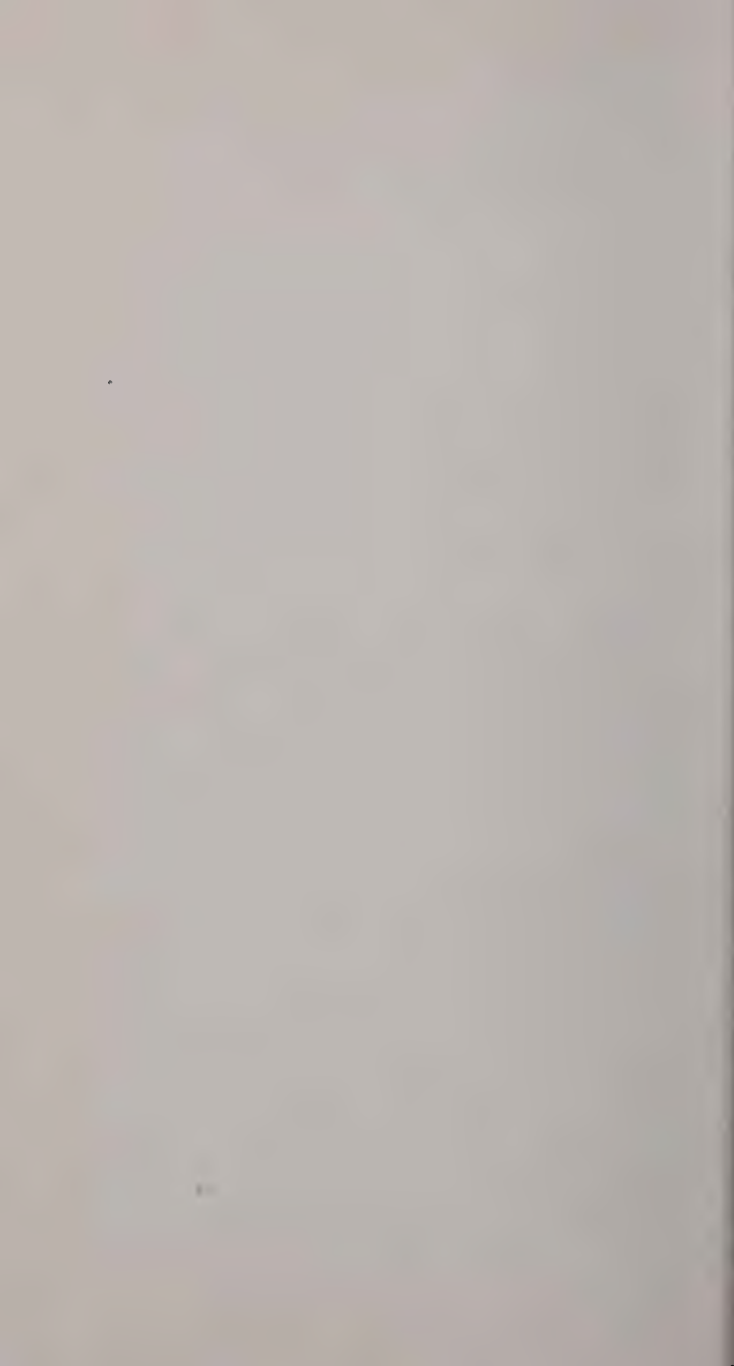
the Tarascon Mill at Shippingsport to be ground. Reminiscing in later life he recalled that in those early days he could very easily kill all the game he needed any morning within a half hour period and never go more than 50 yards from his cabin. He declared that he often shot wild turkeys from his door-yard, and recalled that friendly Indian hunting parties often camped near his home.

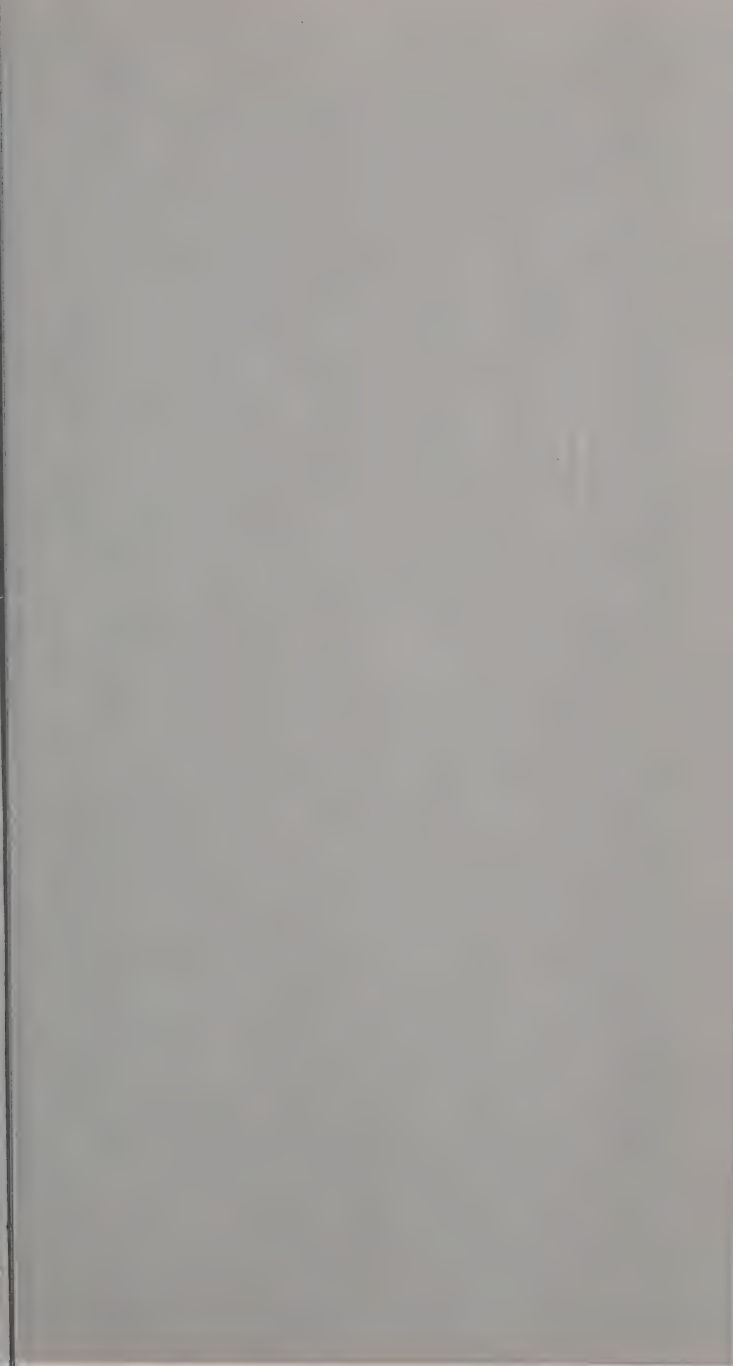
This old pioneer lived to see Floyd County dotted with towns and farms where in 1804 had been an unbroken wilderness. He died in 1867 at the age of 89—the patriarch of all Floyd County settlers.

But there is another prospect for the honor of being the first white settler in Floyd County—John Carson. His claim was made by his grandson, John Aston, a New Albany resident who died in 1890.

Relating what was told to him by his mother, John Aston said that John Carson and his family came to Clarksville from Kentucky either in the fall of 1799 or the winter of 1800, and settled at the mouth of Silver Creek on the present Floyd County side. This is plausible since the original boundary of the town of Clarksville extended across Silver Creek into what is now Floyd County. Thus the Carsons, though settling in what later became Floyd County, were living in Clarksville. Family tradition says that Carson kept a boat not only for his own use, but as a ferry across the mouth of the creek. Here in this cabin he is said to have died in 1804, the very year Robert Lafollette arrived.

There is no reason to doubt this story. John Aston was a well-known and respected New Albany resident and he learned the facts from his mother, Mary Carson, who came with her father and family to Indiana and lived in the cabin at the mouth of Silver Creek. But there is no record that John Carson ever purchased the land he occupied . . . so Robert Lafollette still holds title as the first settler to occupy land for which he entered a claim to purchase it from the Government.





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